ROSE QUARTER PROJECT UPDATES

August 13, 2026

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Agenda

- Overview of Project Funding
- Design and Construction Progress
  - Phase 1A & 1B
- Remaining Phases of Work
  - Phase 1C & Phase 2

OTC Engagement

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OVERVIEW OF PROJECT FUNDING

Total Project Scope

PROJECT KEY

1. Highway Cover
2. Hancock Crossing
3. Multimodal Local Street Improvements
4. Pedestrian and Bicycle Bridge
5. Auxiliary Lanes and Shoulders
6. I-5 Southbound Off-Ramp Relocation

Rose Quarter Funding

	Misc. Fed/ State/Local	HB 2017 UMS	RCN Grant	Total
PE	$27.4M	$143M	$30M	$200.4M
Right of Way		$2M	$30M	$32M
Utilities/Other		$1.5M	$7.5M	$9M
Phase 1A Construction	$5M	$88M		$93M
Phase 1B Construction		$146.2M		$146.2M
Total	**$32.4M**	**$380.7M**	**$67.5M**	**$480.6M**

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PHASE 1A UPDATE

Phase 1A: 2025-2026

- **Current Cost:** $75 million
- **Reallocated Cost to Accelerate Phase 1B Work:** $18 million
- **Total Cost:** $93 million
- **Funding Status:** Fully Funded - State funding from HB 2017

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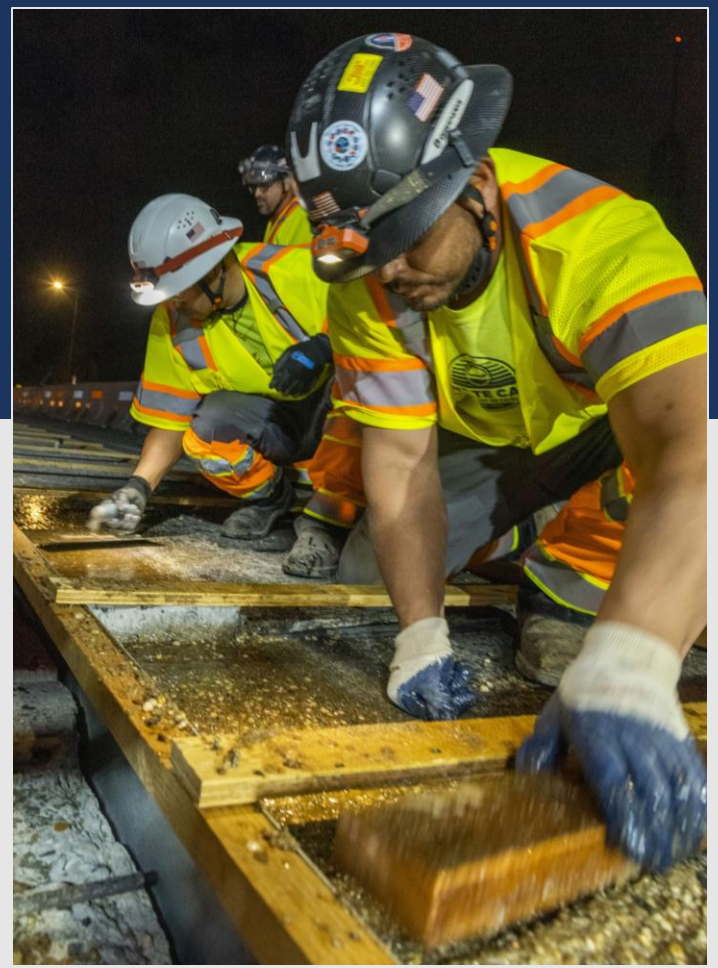
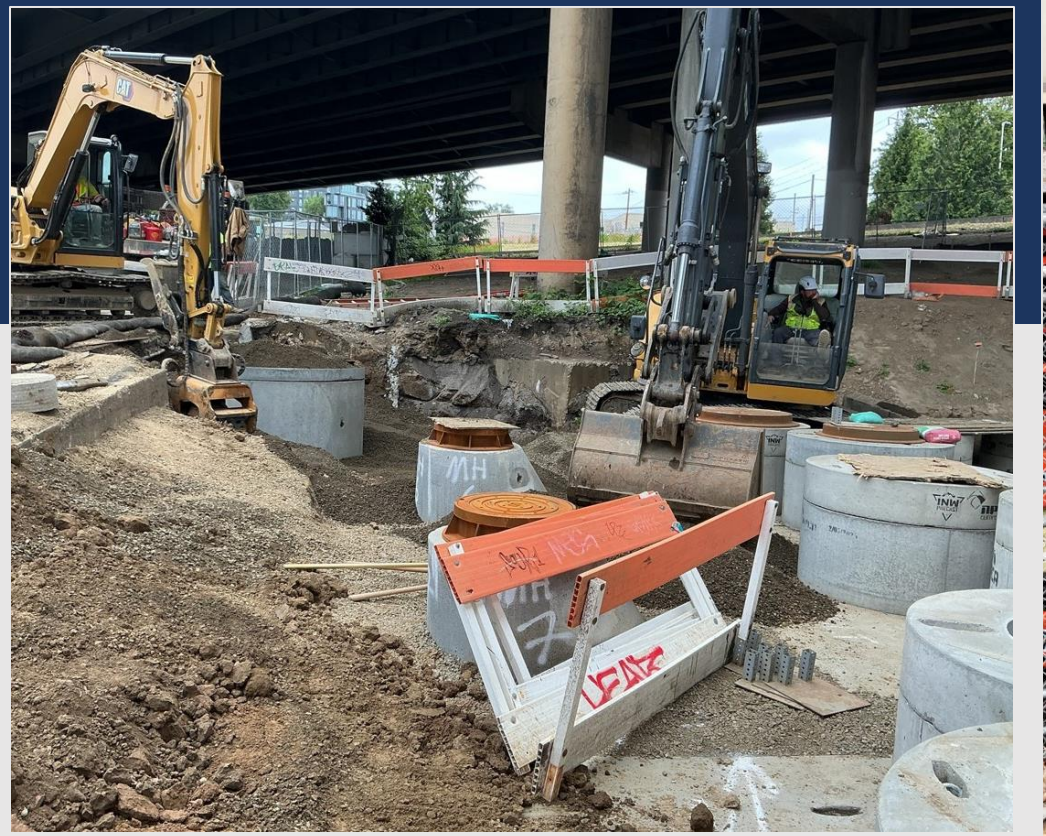
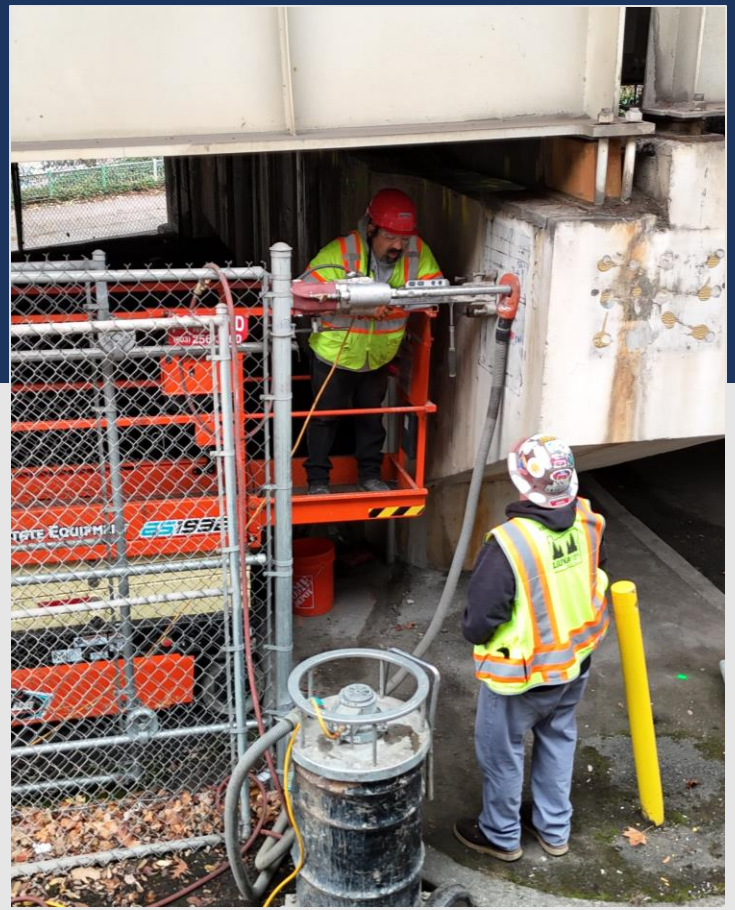
Construction Progress



Left: Crews completed repair of the longitudinal joint between I-5 northbound and southbound bridges

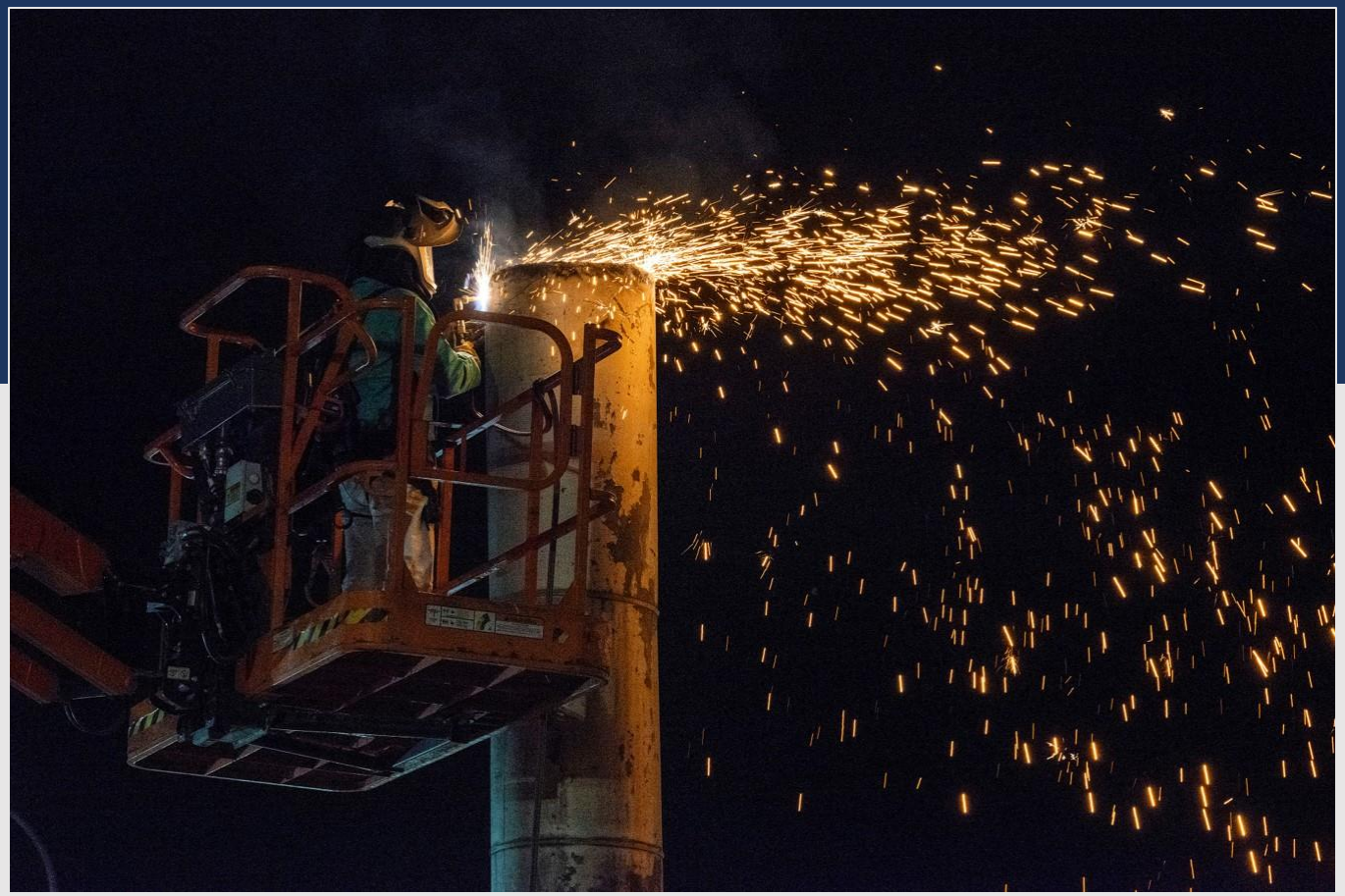


Center: Crews continue manhole and piping work on stormwater facilities



Right: Crews continue seismic resiliency work underneath I-5

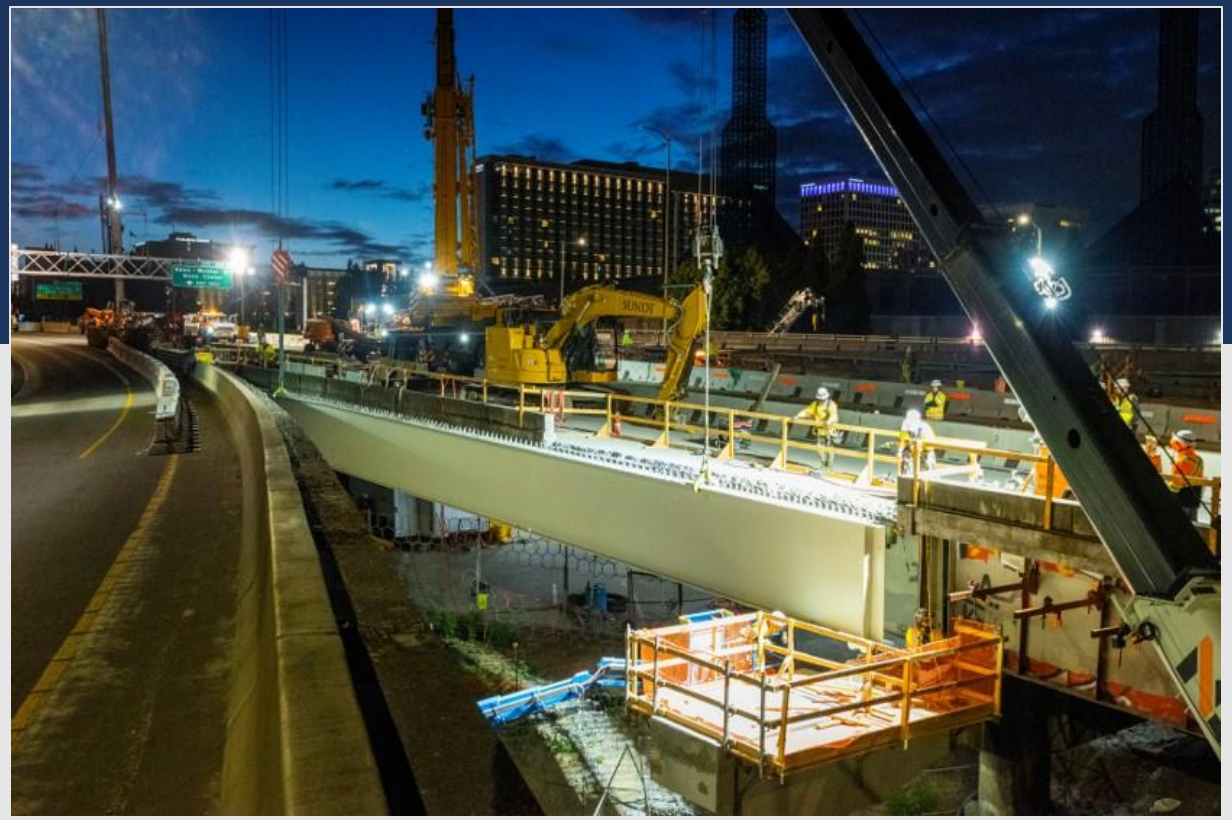
Construction Progress: Sign Bridge Installation

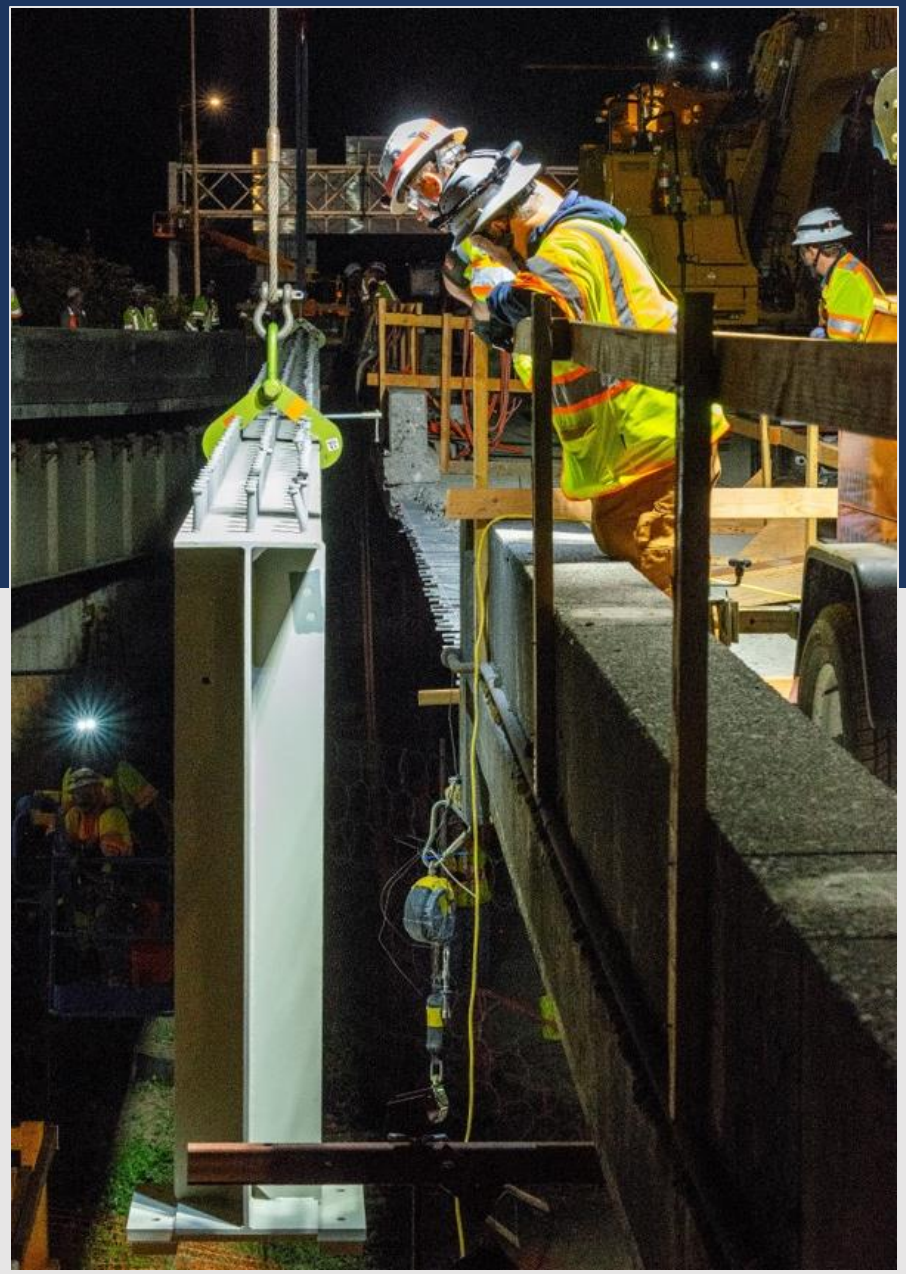


July 11-12: Crews completed removal of existing I-5 sign bridge and installed a new sign bridge.

Work was completed early and I-5 reopened in both directions 2 hours ahead of schedule.

Construction Progress



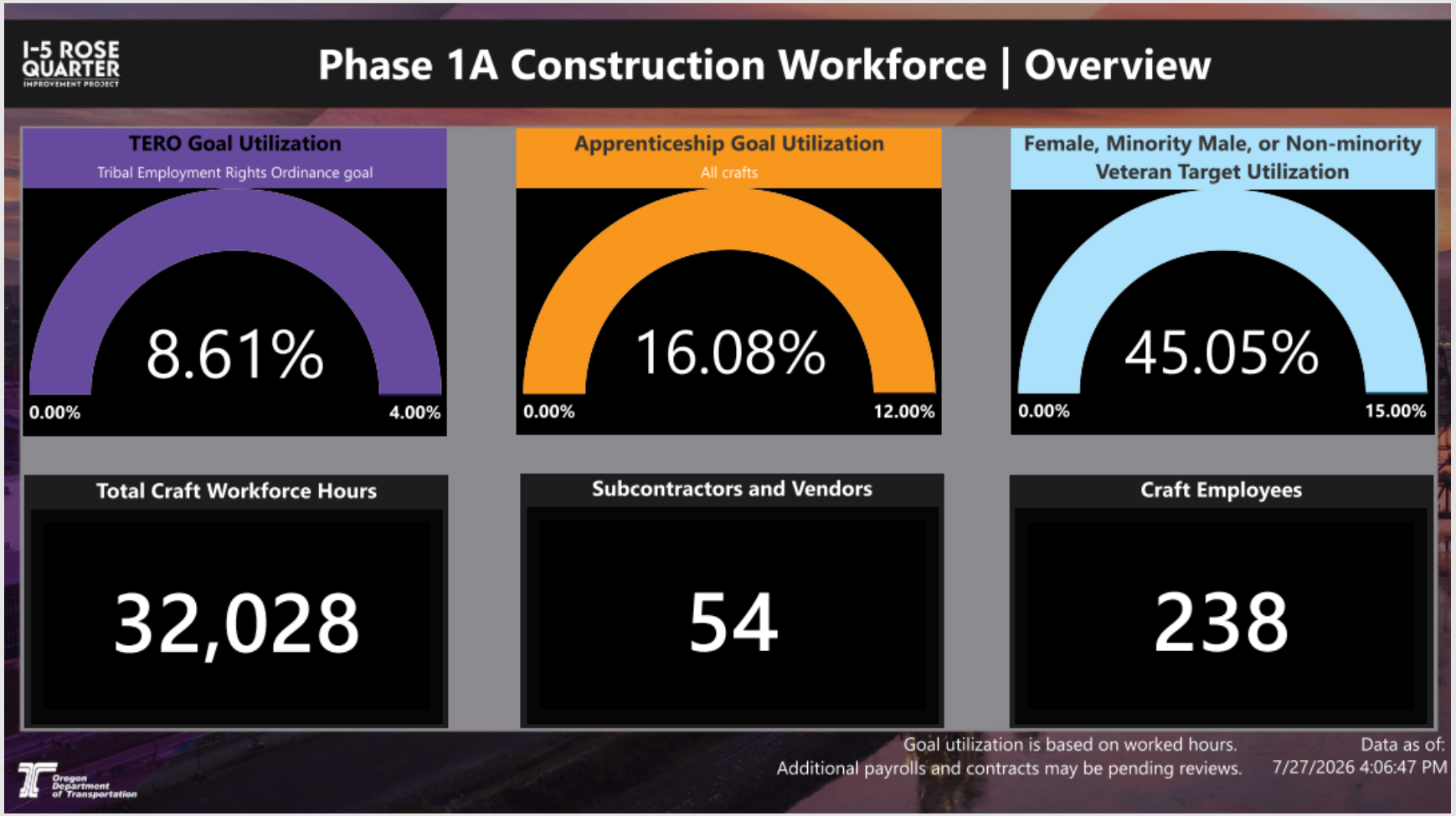


July 11-12: During I-5 closure, crews also installed a new girder in gore area between I-5 southbound and the I-84 exit ramp to facilitate the extended merging lane.

July 2026 I-5 Closure Success Story

Video: Sakurako Egami Thatcher, Egami Construction and Alicia Chapman, Willamette Technical Fabricators
Link: https://www.youtube.com/watch?v=zGKBFHH9S0w

Workforce Goals



- Construction between 2025 and 2028 is estimated to create:
  - 240,000 craft labor hours
  - $30 million in craft payroll and benefits

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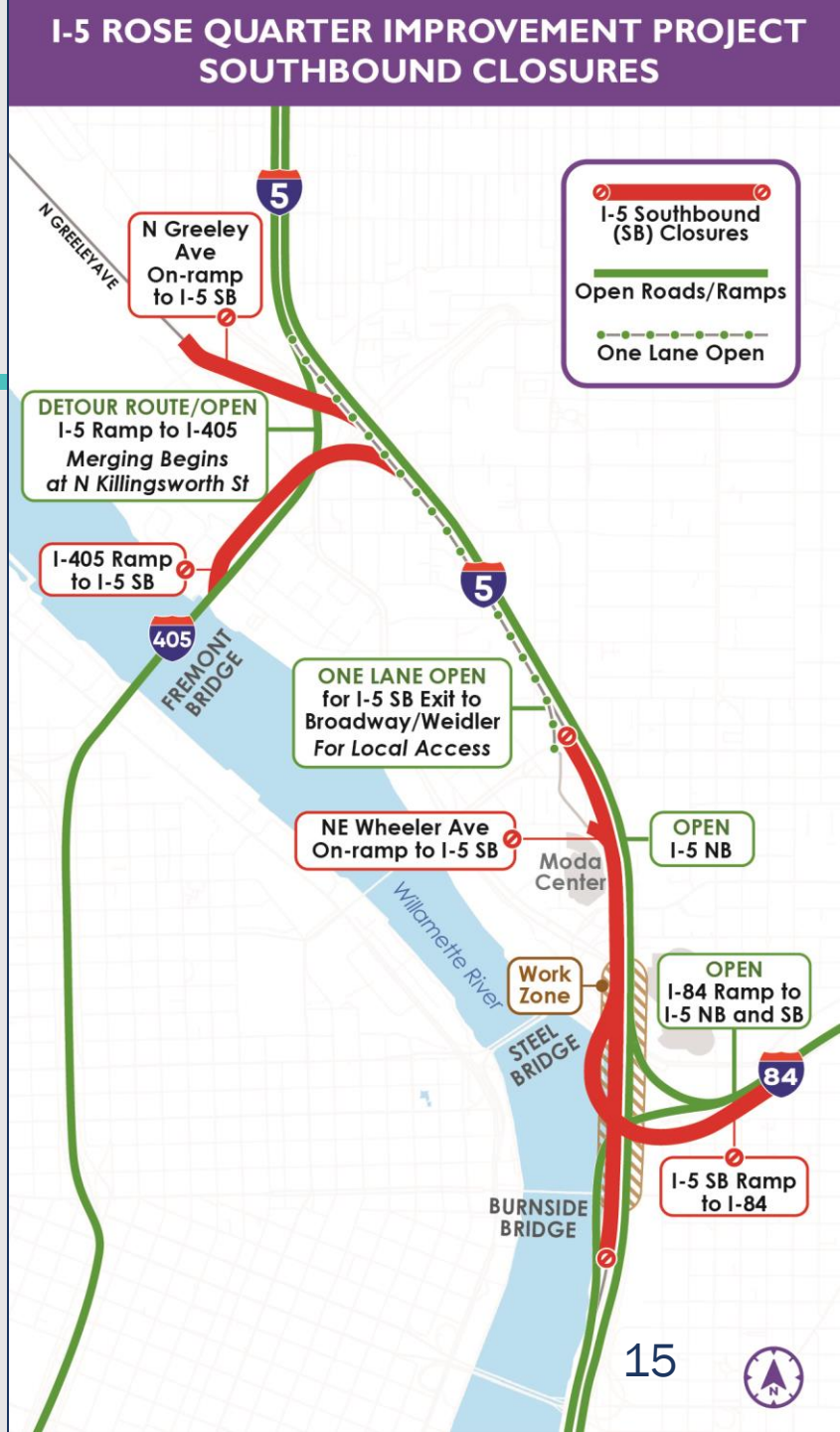
SEPTEMBER 2026 I-5 SOUTHBOUND CLOSURE

I-5 Southbound Closure

- **Purpose:** Overdue repairs to bridge surface & structure for safety and preservation of I-5

Traffic Impacts:

- **Closure:** All lanes of I-5 southbound between I-5 SB Exit to Broadway/Weidler and I-84
- **Duration:** All hours of the day for up to 5 weeks
- **Estimated Timing:** Sept 11 to early October

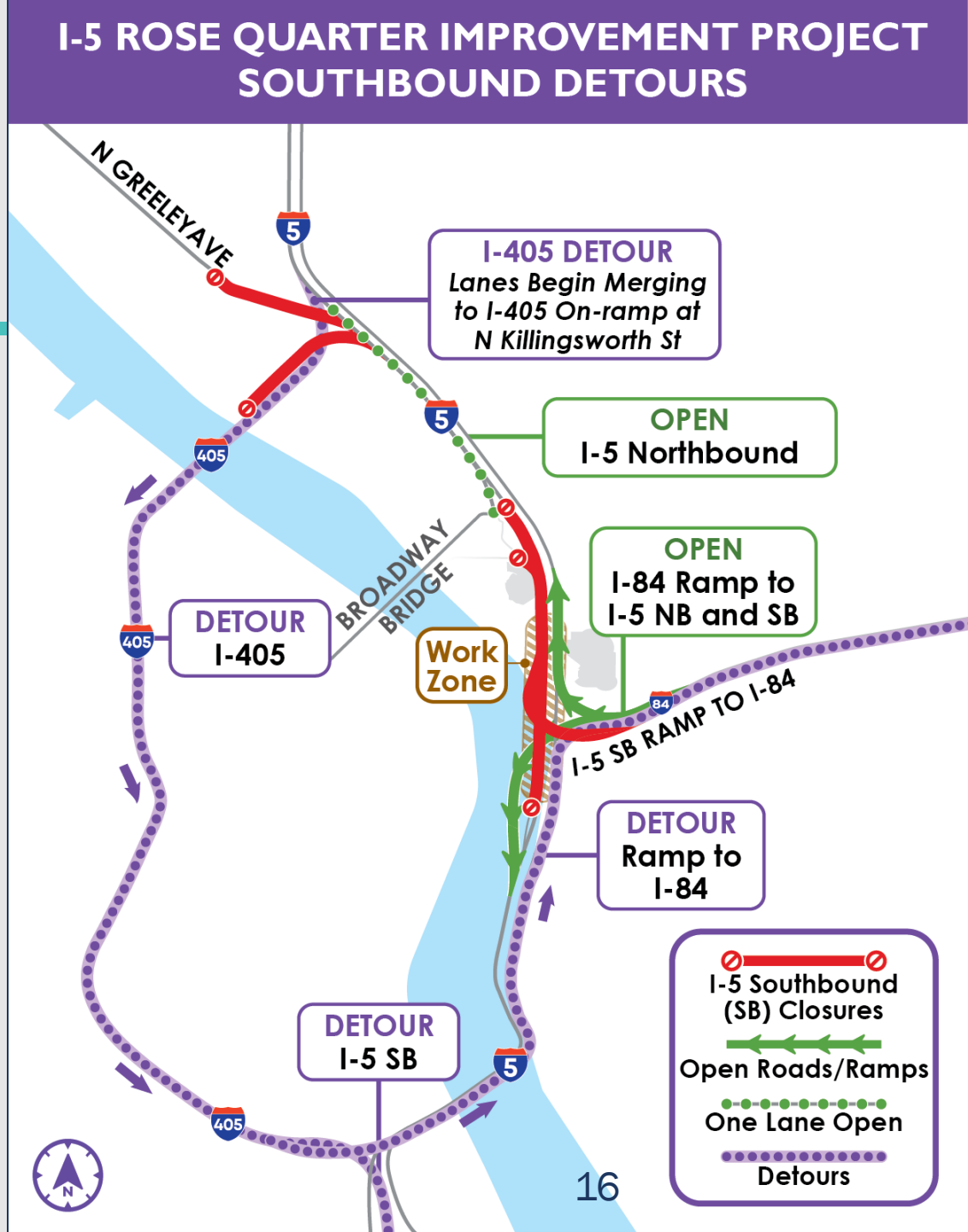


Anticipated Traffic Impacts

- **Detour Routes:**
  - I-405
  - Broadway/Weidler for local traffic
  - I-205 for regional traffic

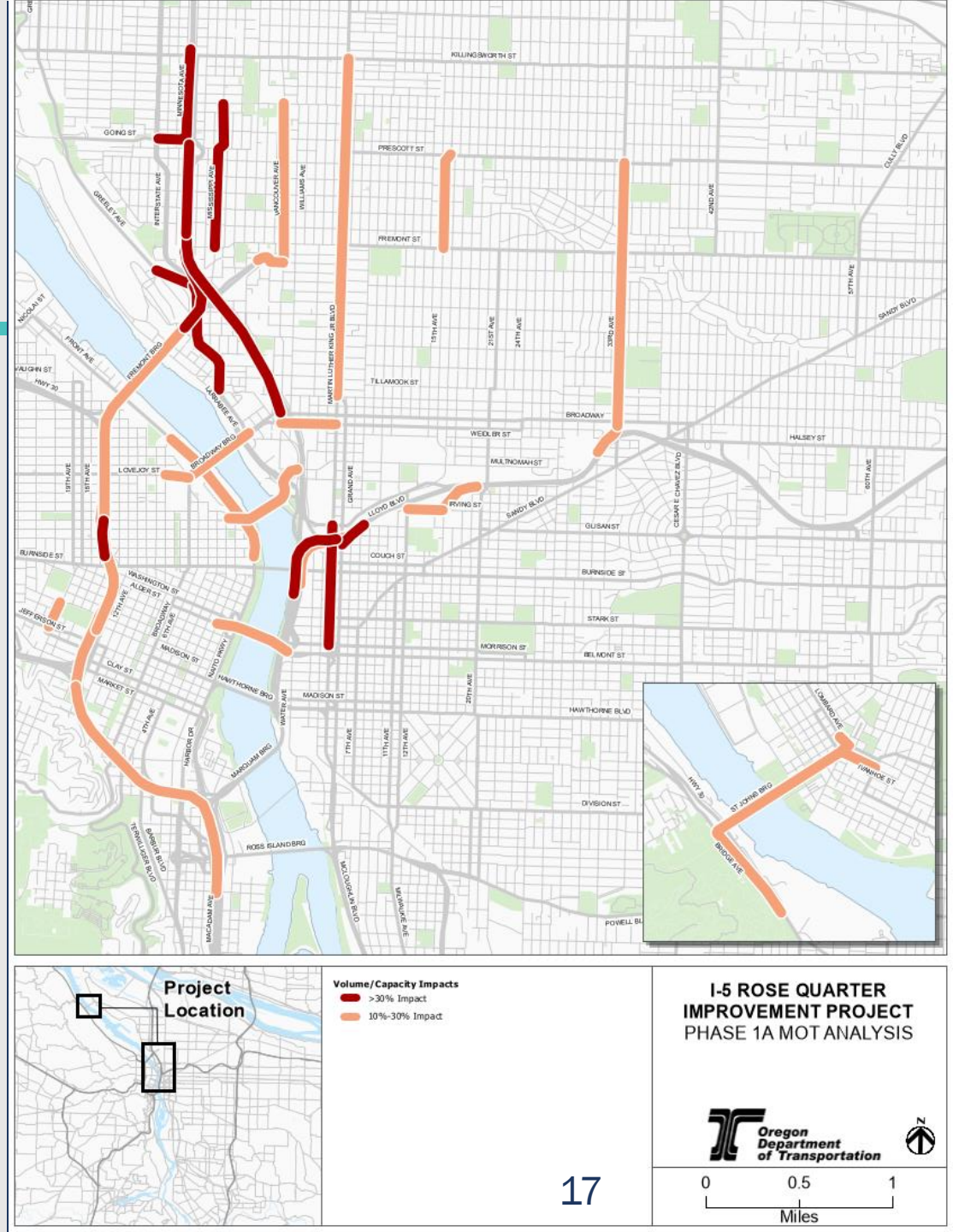
- **Modeled I-5 Traffic Impacts:**

  If current traffic levels remain unchanged at peak hours:
  - Congestion expected to extend into WA
  - Travel times 2-3x longer
  - Increased hours of congestion
  - Expect many people to find parallel routes



City Street Impacts

- Addressing safety concerns
- Identifying key routes near schools
- Identifying key bike and pedestrian routes
- Signal timing
- Speed feedback signs and traffic cameras



Outreach Progress

- **2.4 million+ impressions** from paid multi-lingual advertising campaign (Google, Meta, news outlets, radio, Spotify)
- **169,000+ views with 5,300+ engagements** on ODOT social channels
- **170 briefings and touchpoints** with elected officials, agencies, businesses, and associations to date*
- **~57,000 mailers** distributed to addresses in the project area
- **11 media articles** resulting from news release
- **1,900+ people engaged at 5 tabling events** to date, more planned
- **7,000+ closure info cards** distributed
- **470% increase in website traffic** since April
- **45% increase in subscribers** to email/text message alert list since April **(~16,500 total)**

***Ongoing outreach to community organizations**, including business and freight community, non-profit and community benefit organizations, education, faith communities, and neighborhoods*

Focused Outreach

- **Toolkit of key information for partners and businesses to share out with their networks**
  - Fact sheets
  - Talking points
  - Sample newsletter/social media posts
  - Graphics
  - Travel resources webpage
  - Closure explainer videos
- Business and non-profit webinars

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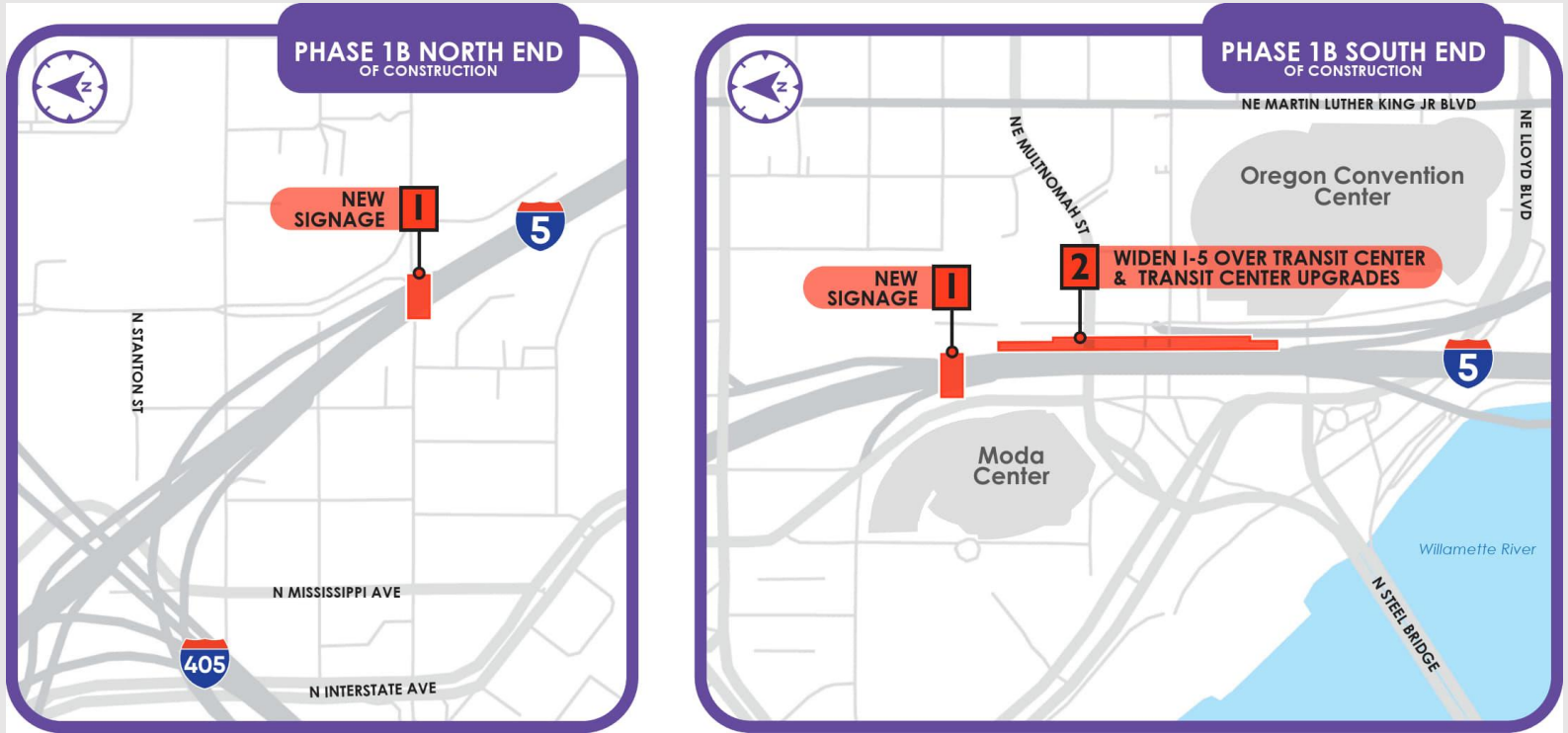
PHASE 1B UPDATE

Phase IB Update: 2027-2028

- **Cost:** $146.2 million
- **Funding Status:** Fully Funded - State funding from HB 2017



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PHASE 1C UPDATE

Phase 1C: Starting in 2029

Why Phase 1C:

- Represents the minimum viable project & results in no changes to the overall project scope
- Maintains construction momentum
- Delivers independent utility - offers benefits now while laying the groundwork for future phases
- Provides certainty in design and delivery, minimizing throwaway or temporary work
- Delivers substantial development on the highway cover
- Positions the project competitively for future phases with adequate preparation
- Begins to reconnect the Albina neighborhood with the highway cover & local street improvements

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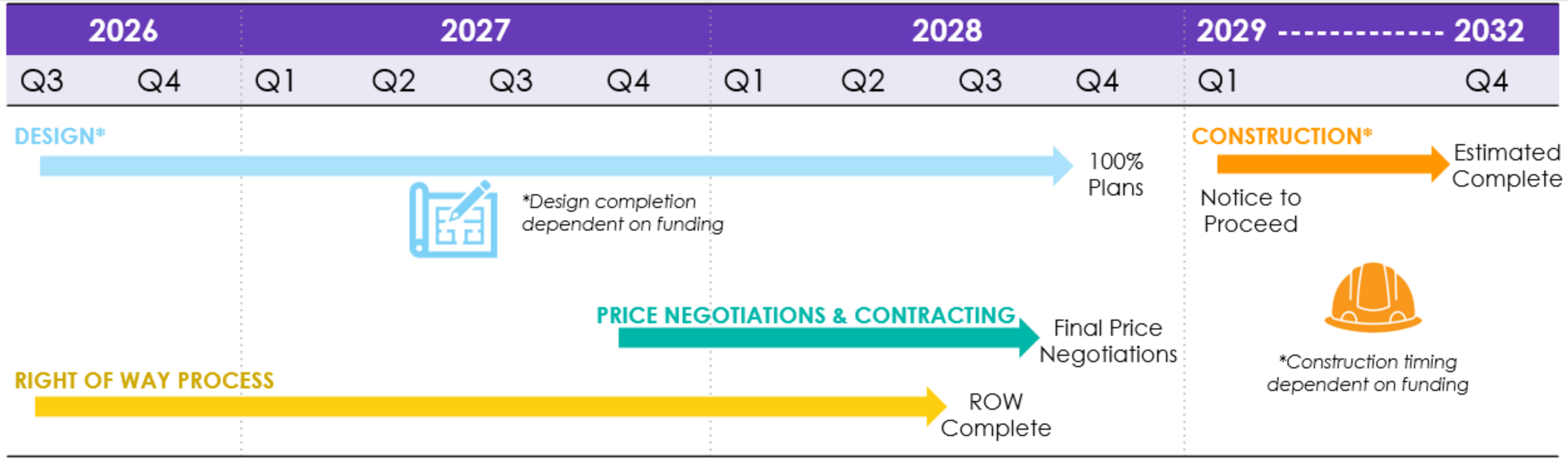
Phase 1C: Schedule



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Delivery schedule depends on funding for final design and construction to be established in 2027.

Phase 1C – Basis of Cost

Funding Status:

- **Design, Right-of-Way & Utilities:**
  - ROW & utilities funded by USDOT Reconnecting Communities and Neighborhoods (RCN) grant
  - Design funded to 60% by USDOT RCN grant
- **Construction:**
  - 2029 start
  - Not yet funded

Unfunded Cost in Millions	Phase 1C Low	Phase 1C High
Construction Cost (CC)	$470	$530
Risk @ 40% of CC	$188	$212
Escalation @ 4%/yr	$143	$161
Construction Engineering @ 15% of CC, Risk, & Escalation	$120	$135
Preliminary Engineering (Unfunded Portion)	$18	$20
Total Unfunded	**$939**	**$1,058**

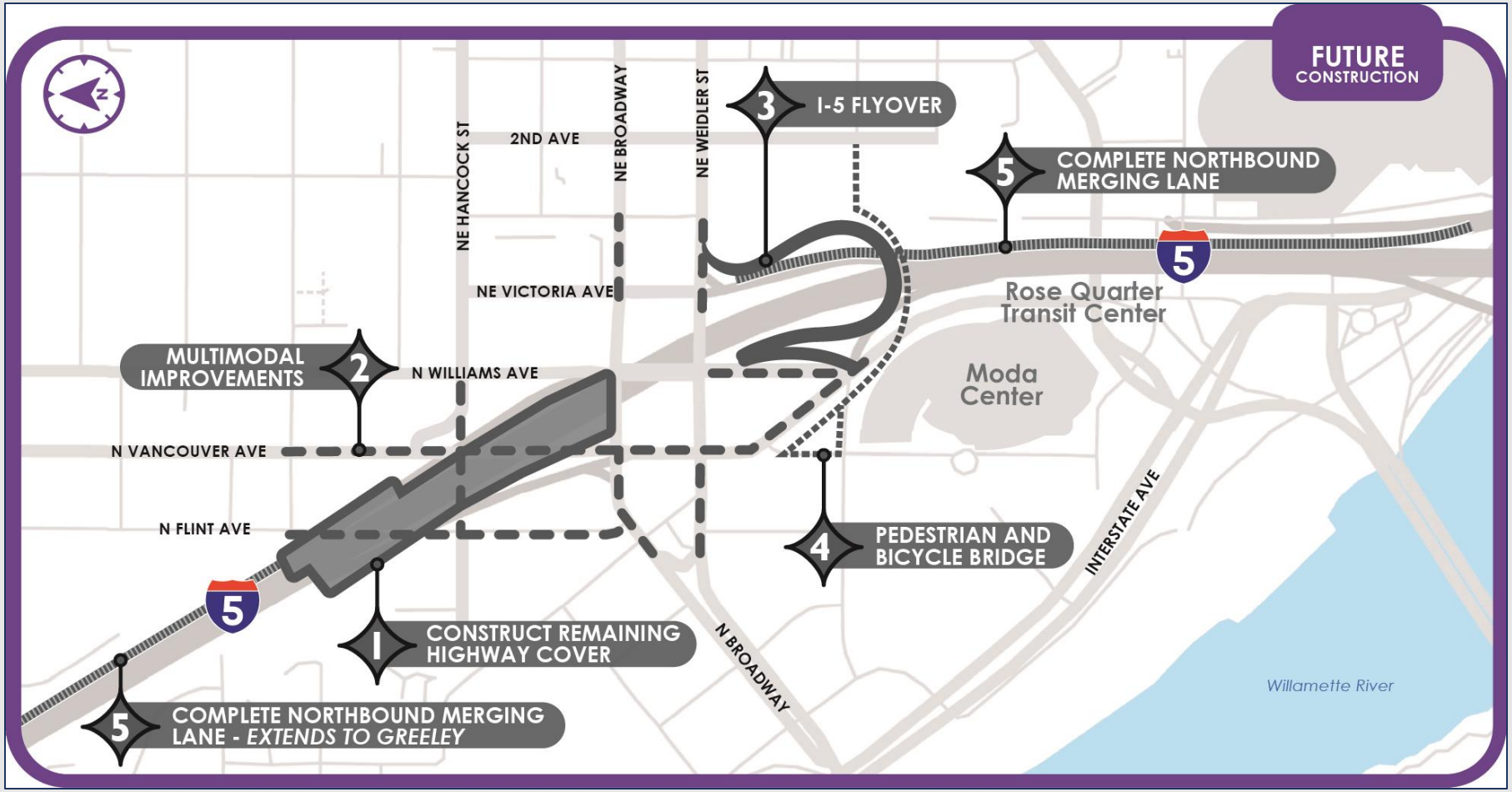
Phase 1C - Basis of Cost

- Following PMG agreement on the Phase 1C scope, the project team developed a basis of cost using the **April 2025 estimate** as the starting point.
- Revised Phase 1C scope differed from the assumptions reflected in the April 2025 estimate.
- The team reconciled project elements and assumptions before developing the preliminary basis of cost.
- Updated order-of-magnitude estimate incorporates:
  - Updated delivery assumptions
  - Escalation due to schedule delay
  - Current market conditions
  - Project risk factors

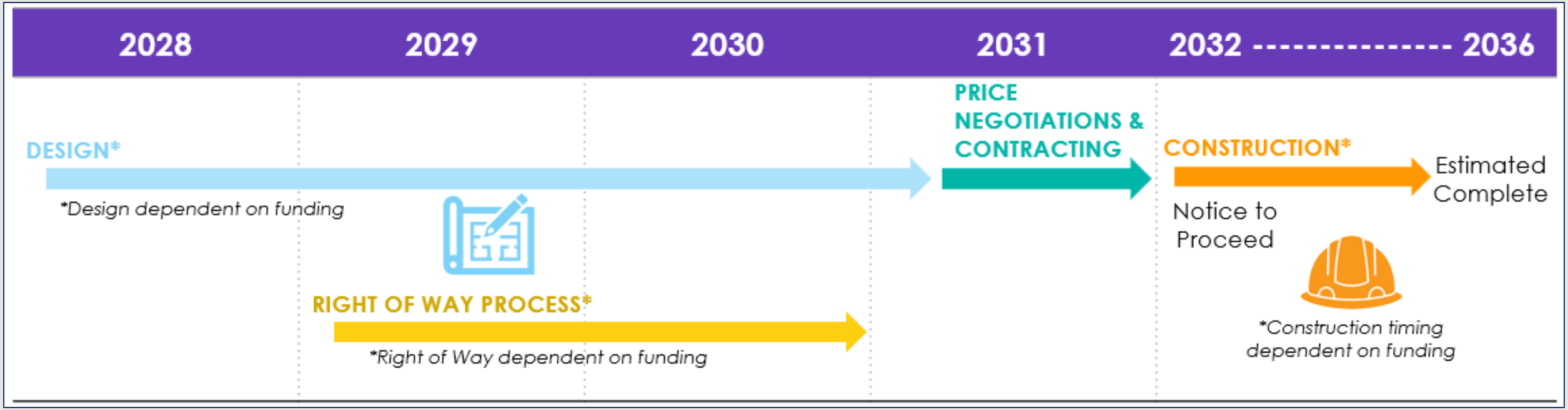
Purpose and Use of Basis of Cost Work

- Establishes a preliminary, **planning-level construction cost** for Phase 1C based on the current funding outlook.
- Reflects updated assumptions, including:
  - Changes to sequence of construction and management of traffic based on repackaged phasing
  - Construction start approximately **two years later** than previously anticipated
  - Inflation and escalation impacts
  - Project delivery costs
  - Current project risks
- Supports future **planning, funding, and delivery decisions** as design progresses.
- **Not intended to establish a new program baseline.**

Phase 2: Remaining Elements



Phase 2: Schedule



Delivery schedule is dependent on funding.

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Phase 2 – Basis of Cost

- Design, ROW, utilities and construction timing & cost are dependent on additional funding

Unfunded Cost in Millions	Phase 2 Low	Phase 2 High
Construction Cost (CC)	$720	$810
Risk @ 40% of CC	$288	$324
Escalation @ 4%/yr	$427	$480
Construction Engineering @ 15% of CC, Risk, & Escalation	$215	$242
Preliminary Engineering (Unfunded Portion)	$144	$162
Right of Way (Unfunded Portion)	$36	$36
Total Unfunded	**$1,830**	**$2,054**

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Thank you!

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