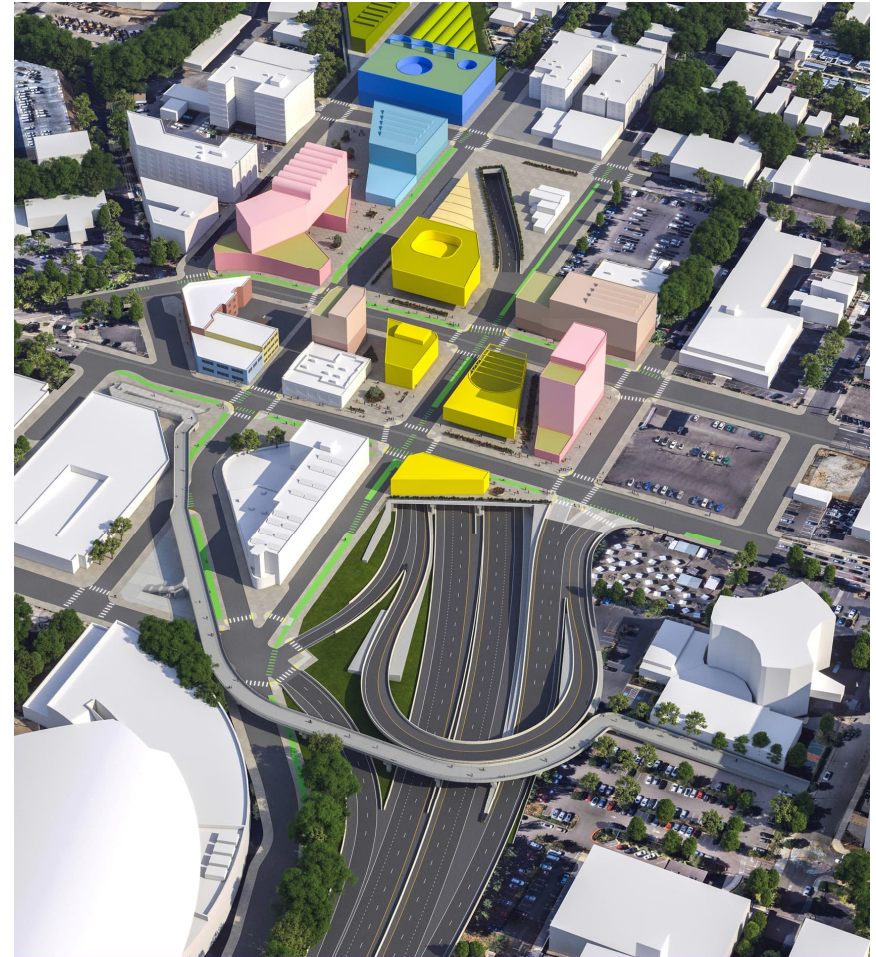


PMG Meeting 06.26.26



Introduction

- ▶ Goals for Today's Meeting
- ▶ Meetings & Coordination Since Last PMG
 - » HAAB/COAC meeting
 - » Metropolitan Transportation Improvement Program (MTIP)
 - » City of Portland Public Works Committee
 - » Interim Director Warner tour
- ▶ August OTC Planning
- ▶ Agenda Review
- ▶ PMG Schedule Review

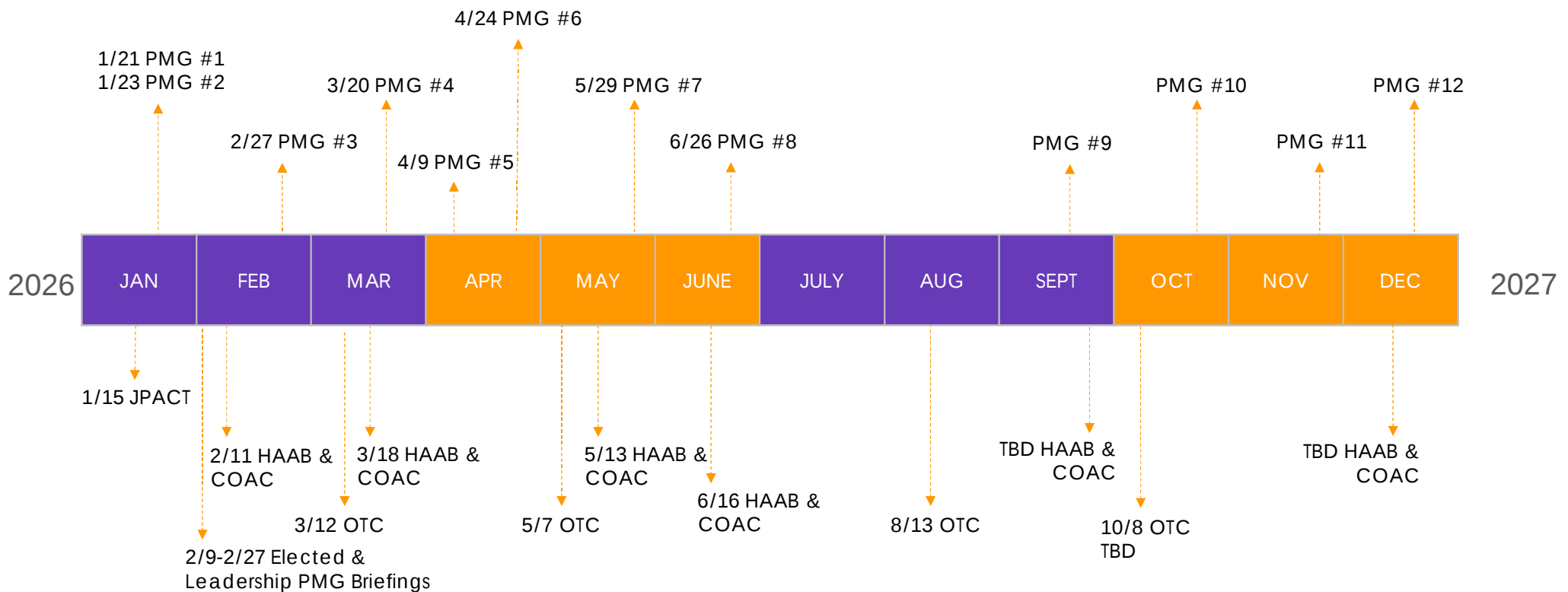


Please note this graphic is conceptual, and the project design and cover shape may change as design progresses.

Agenda

- ▶ Introduction
- ▶ Funding & Finance Team Update
- ▶ Phase 1A Construction Update
- ▶ I-5 Southbound Closure Outreach Coordination
- ▶ Project Messaging Materials
- ▶ Phase 1C Letter of Agreement
- ▶ Updates from PMG Members

PMG Process – Meeting Schedule



Cost Estimate, Funding & Finance Update



Purpose of Analysis

- ▶ Rose Quarter Phase 1A/1B fully funded
- ▶ Phase 1C construction and Phase 2 remain unfunded
- ▶ 2025 overall project estimate: ~\$1.96–\$2.08B based on delivery schedule with 2025 transportation package and RCN Grant Funding
- ▶ Need to identify funding and financing options for remaining scope
- ▶ Focus on closing gap for Phase 1C and overall program delivery

Approach & Methodology

► Cost Estimate Update

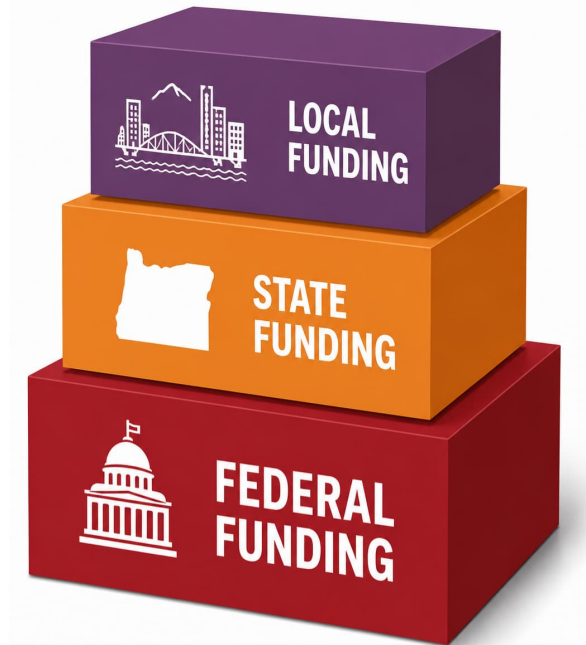
- » Reviewed existing cost estimate for remaining work
- » Established delivery schedule assumptions based on possible funding scenarios for Phase 1C and Phase 2
- » Updating cost estimate based on updated assumptions
- » Updating the Basis of Estimate and associated documentation

► Funding & Finance Analysis

- » 46 funding and financing sources identified
- » Initial screening reduced to 29
- » Consistent scoring framework applied across all options:
 - Revenue potential
 - Likelihood of funding
 - Timing / availability
 - Legal authority and implementation requirements
- » Developed a comparative funding matrix to prioritize options

Key Findings & Next Steps

- ▶ A multi-layered approach is required, combining:
 - » Federal discretionary grants
 - » Financing tools (loans/bonds)
 - » State funding sources
 - » Local partnerships
- ▶ Draft documents with ODOT for review
 - » Cost estimate
 - » Funding & finance memo
- ▶ Final drafts due mid-July 2026



Phase 1A Construction & I-5 Closure Outreach Coordination



Phase 1A Construction Update

► Stormwater

- » Treatment Pond is mostly constructed – finishing touches still ongoing
- » Storm Pipe, manholes, and inlets near pond and along Interstate-5 are in progress
- » Treatment Vaults are in progress

► Structure Work

- » Joint Repair between north/southbound structures is completed
- » Seismic work continues
- » Temporary illumination is installed and operational on the west side
- » Existing Bridge Rail demo is beginning
- » Sign Bridge foundations constructed
- » Column and bent cap are constructed near the gore widening work

Phase 1A Construction Update



Phase 1A Construction Update



Phase 1A Construction Update

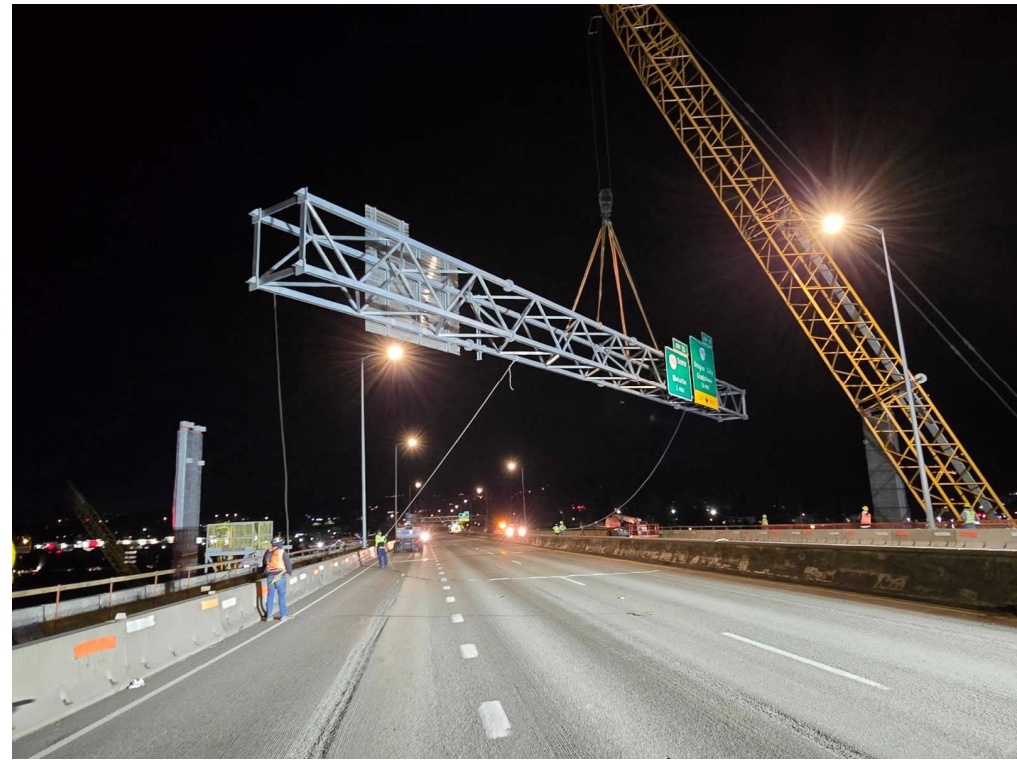


I-5 Sign Bridge Installation Closure

Purpose: Signage for safe navigation after construction is complete

Traffic Impacts:

- ▶ Closure: **I-5 closure** - all lanes in both directions
- ▶ Duration: **up to 14 hours** - 10 p.m. Saturday to 12 p.m. Sunday
- ▶ Timing: July 11, 2026

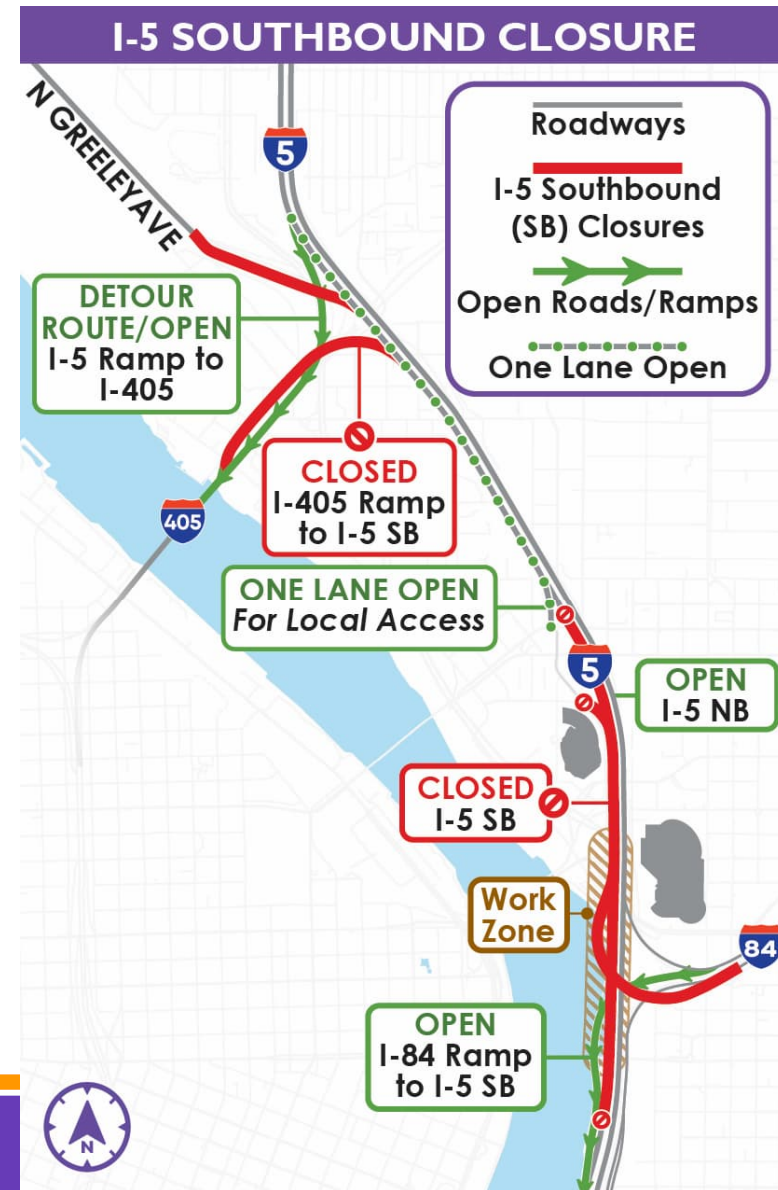


I-5 Southbound Closure

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

Traffic Impacts:

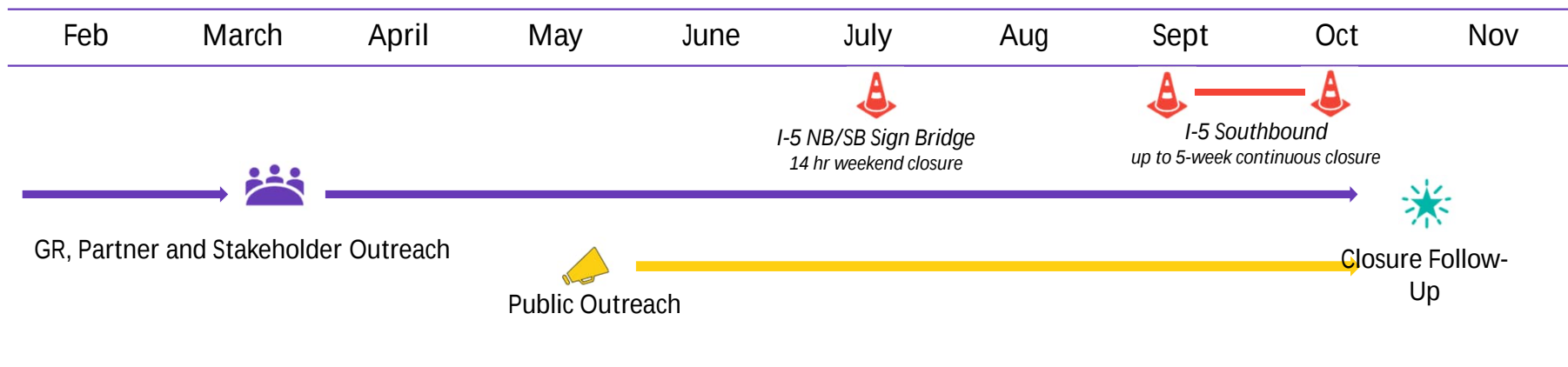
- ▶ Closure: All lanes of I-5 southbound between I-5 SB Exit to Broadway/Weidler and I-84
- ▶ Duration: All hours of the day for up to 5 weeks
- ▶ Estimated Timing: Sept 11 to early October 2026



Many Touches – Avoid Surprises

- ▶ Interested party outreach + messaging toolkit: businesses, facilities, and industries
- ▶ Briefings of elected officials and staff
- ▶ Proactive media strategy
- ▶ ODOT distribution channels: social, email, text message, website, e-newsletter, mailer
- ▶ Paid advertising campaign: print, radio, digital, social

Outreach Schedule



Outreach To Date



In^{MB1}progress & Planned Outreach

- ▶ Regional Commissions:
 - » Joint Transportation
 - » Clackamas County
 - » Washington County
- ▶ Relevant committees, including:
 - » Portland Bike Advisory Committee
 - » Portland Pedestrian Advisory Committee
 - » Metropolitan Mayor's Forum
 - » ODOT Mobility Advisory Committee
 - » ODOT Bike and Pedestrian Advisory Committee
- ▶ Clark County
- ▶ Metro
- ▶ Providence Park (Thorns, Timbers)
- ▶ Lloyd Center
- ▶ OMSI
- ▶ AAA
- ▶ Community Benefit Organizations
- ▶ Neighborhood Associations
- ▶ Faith Groups
- ▶ Business associations, including:
 - » Portland Metro Chamber
 - » Westside Economic Alliance
 - » Washington County Chamber
 - » North Clackamas Chamber
- ▶ Freight and major distribution and delivery operators

How You Can Help

- ▶ Share information about the closures with your networks
- ▶ Communications toolkit available soon:
 - » Fact sheets
 - » Talking points
 - » Sample newsletter / social media posts
 - » Graphics
- ▶ Reach out to Rose Gerber with any questions -
Rose.GERBER@ODOT.Oregon.gov



www.i5rosequarter.org



Project Messaging Materials



Project Messaging Materials

FREIGHT AND MOBILITY

IMPROVING RELIABILITY ON OREGON'S MOST IMPORTANT NORTH-SOUTH TRANSPORTATION CORRIDOR

The I-5 Rose Quarter Improvement Project will help reduce crashes and make travel times more reliable for freight carriers, commuters, and emergency responders by creating additional space for vehicles to merge and improving traffic flow through the corridor.

I-5 is the backbone of Oregon's transportation system and one of the most critical freight corridors on the West Coast, connecting farms, manufacturers, distribution centers and ports to markets across the region.

Traffic congestion at the Rose Quarter—where I-5, I-84 and I-405 converge—affects the movement of goods across the state, slowing freight shipments and making travel times unpredictable for businesses that rely on I-5.

Highway improvements will increase corridor safety, strengthen supply chains, support Oregon businesses and help keep goods moving efficiently through the region.

THE ROSE QUARTER IS THE #1 WORST TRAFFIC BOTTLENECK IN OREGON AND #27 IN THE NATION

- 11,700 trucks travel through the Rose Quarter each day
- Freight moving through the corridor carries over \$115 million in commodities daily
- Congestion at the Rose Quarter costs the regional economy an estimated \$250 million each year

INFRASTRUCTURE IMPROVEMENTS THAT KEEP OREGON MOVING

- Reduce Traffic Bottlenecks**
New ramp-to-ramp auxiliary lanes and improved merging areas help reduce stop-and-go traffic at Oregon's top highway bottleneck.
- Improve Freight Reliability**
More predictable travel times help freight carriers plan routes and delivery schedules more efficiently.
- Strengthen Oregon's Supply Chains**
Reliable transportation infrastructure supports the movement of agricultural products, consumer products and manufactured goods across the region.
- Support a Strong Statewide Economy**
Improving travel reliability on I-5 helps businesses operate efficiently, strengthens regional competitiveness and supports jobs across Oregon.

STAY CONNECTED
Sign up for email and text updates: Scan the QR code or visit www.i5rosequarter.org

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information, call 503-731-4128 or Oregon Relay Service 711. If you cannot hear information, please call 503-731-4128. 如果您需要无障碍服务、翻译或更多资讯，请拨打 503-731-4128 或 Oregon 电话服务 711。如果您听不到资讯，请拨打 503-731-4128。

JOBS, WORKFORCE AND SMALL BUSINESS GROWTH

CREATING FAMILY-WAGE JOBS, EXPANDING CAREER PATHWAYS, AND STRENGTHENING SMALL BUSINESS PARTICIPATION THROUGH INFRASTRUCTURE INVESTMENT.

A major investment in Oregon's transportation system, the I-5 Rose Quarter Improvement Project is creating jobs today while strengthening the region's construction workforce and expanding opportunities for small businesses, supporting long-term economic growth.

Construction in the Rose Quarter is generating family-wage jobs across a wide range of skilled trades, including carpenters, electricians, ironworkers, pipefitting, equipment operators, truck drivers and cement masons. These workers make up the core trades actively working on the project today. In addition to these trades, the project is creating pathways into in-demand roles including field engineers, supervisors and project managers, expanding opportunities for advancement within the construction industry. Together, this workforce is building and maintaining the critical infrastructure that keeps Oregon's transportation system and economy moving.

The project also promotes workforce development by supporting apprenticeships, on-the-job and providing on-the-job training opportunities. These opportunities help apprentices and entry-level workers develop skills that lead to stable, long-term careers in the construction industry.

Expanded subcontracting opportunities, mentorship and training are increasing access for small and emerging contractors to participate in complex infrastructure work. These efforts help build long-term capacity within Oregon's construction industry and strengthen the local small-business ecosystem.

BUILDING OREGON'S CONSTRUCTION WORKFORCE

- Approximately 70,000 craft labor hours in 2023-2024
- Boughty \$10 million in payroll supporting construction workers
- Goal of 12% registered apprentices by trade
- Expanded opportunities for small and emerging contractors

INVESTING IN A REGIONAL WORKFORCE AND LOCAL BUSINESSES

- Family-Wage Jobs**
Infrastructure investments support thousands of hours of work for skilled trades workers across the region.
- Career Pathways Through Apprenticeships**
Apprenticeships provide earn-as-you-learn pathways into high-demand trades, helping workers build long-term careers in the construction industry.
- Opportunities for Small Businesses**
Smaller-scale packages and subcontracting opportunities help local and emerging contractors gain experience delivering major infrastructure projects and grow their capacity.
- Building the Next Generation Workforce**
Training and workforce development programs help prepare workers to build and maintain Oregon's infrastructure in the future.

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THE FUTURE OF ALBINA

COMMUNITY-LED INVESTMENTS, SUPPORTED BY CRITICAL TRANSPORTATION IMPROVEMENTS, ARE HELPING RECONNECT ALBINA AND BUILD A VIBRANT FUTURE FOR THE ROSE QUARTER.

The future of Albina is being shaped by a growing network of investments that build on the neighborhood's rich history while expanding opportunities through housing, education, jobs, and community spaces.

Across Lower Albina and the Rose Quarter, major projects are already under way. Albina Vision Trust is advancing the Community Investment Plan with projects such as Albina One, creating new housing and community space. The Williams & Russell Project is under construction, returning housing and a Black Business Hub to a site that has been vacant for decades. The 1863 Fund has put forth a vision for a mixed-use waterfront redevelopment through Albina Riverside and the Low End, reconnecting Albina to the Willamette River.

Portland Public Schools is investing in the future of local students through the Grace-Adair Center for Educational Excellence, creating a new hub for learning and community support.

A planned Moda Center renovation represents one of the largest investments in the Rose Quarter. Increasing Oregon's busiest entertainment venue is strengthening the district as a year-round destination for sports, concerts, and community events—bringing new energy, visitors, and economic activity to Lower Albina while supporting thousands of jobs and hundreds of millions of dollars in regional economic impact.

The I-5 Rose Quarter Improvement Project is a foundational investment that supports these efforts by improving safety, reducing congestion, and restoring neighborhood connections through safer streets, new crossings, and a high-way cover. The project creates new space for community development.

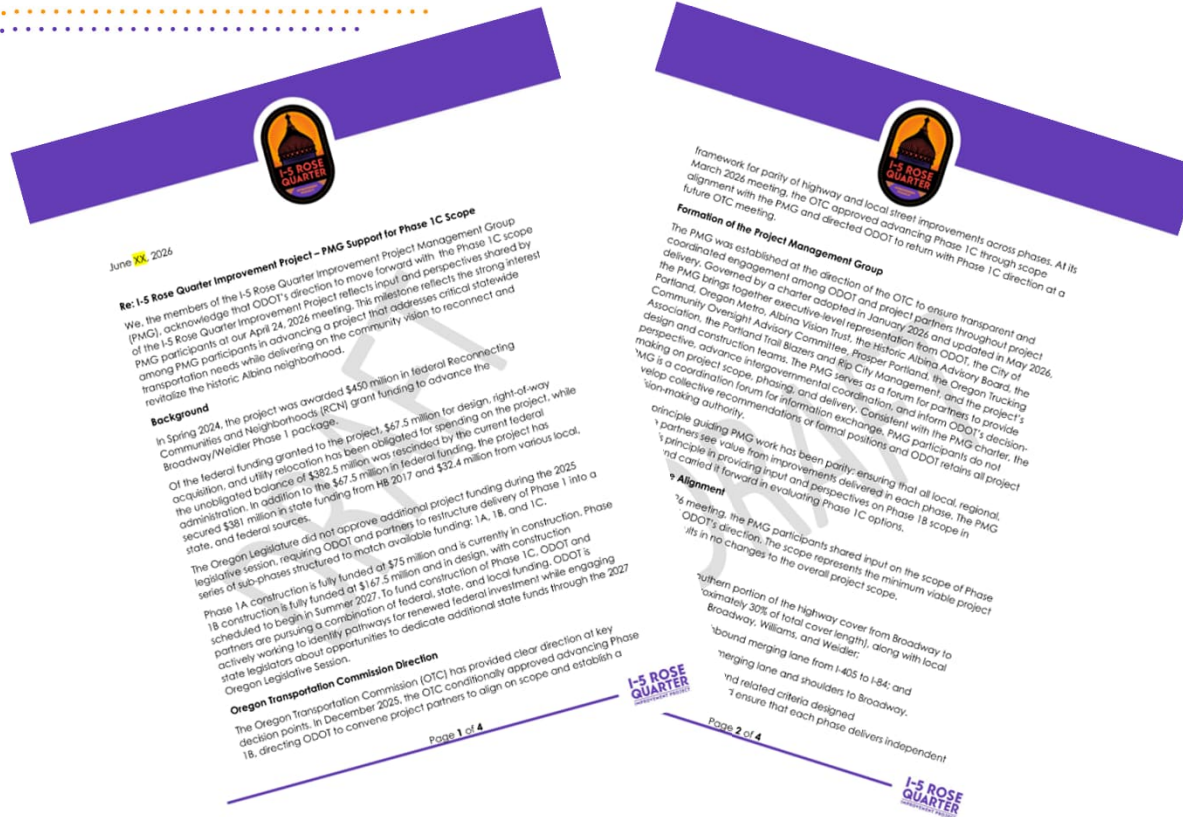
Together, these coordinated investments are helping shape a more connected and thriving Albina district.

- Reconnecting Neighborhoods**
New street crossings and a high-way cover will help restore connections between communities divided by the construction of I-5.
- Supporting Community-Led Revitalization**
Community organizations and local partners are bringing housing, education, and cultural spaces back to Albina.
- Creating Opportunity for the Future**
Infrastructure improvements and community investments will support jobs, small businesses, and a vibrant district that serves residents and visitors alike.

Phase 1C Letter of Agreement



Phase 1C Letter of Agreement



Updates from PMG Members



THANK YOU!

