

June XX, 2026

Re: I-5 Rose Quarter Improvement Project – PMG Support for Phase 1C Scope

We, the members of the I-5 Rose Quarter Improvement Project Management Group (PMG), acknowledge that ODOT’s direction to move forward with the Phase 1C scope of the I-5 Rose Quarter Improvement Project reflects input and perspectives shared by PMG participants at our April 24, 2026 meeting. This milestone reflects the strong interest among PMG participants in advancing a project that addresses critical statewide transportation needs while delivering on the community vision to reconnect and revitalize the historic Albina neighborhood.

Background

In Spring 2024, the project was awarded \$450 million in federal Reconnecting Communities and Neighborhoods (RCN) grant funding to advance the Broadway/Weidler Phase 1 package.

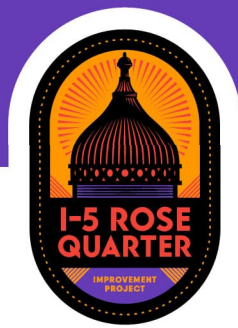
Of the federal funding granted to the project, \$67.5 million for design, right-of-way acquisition, and utility relocation has been obligated for spending on the project, while the unobligated balance of \$382.5 million was rescinded by the current federal administration. In addition to the \$67.5 million in federal funding, the project has secured \$381 million in state funding from HB 2017 and \$32.4 million from various local, state, and federal sources.

The Oregon Legislature did not approve additional project funding during the 2025 legislative session, requiring ODOT and partners to restructure delivery of Phase 1 into a series of sub-phases structured to match available funding: 1A, 1B, and 1C.

Phase 1A construction is fully funded at \$75 million and is currently in construction. Phase 1B construction is fully funded at \$167.5 million and in design, with construction scheduled to begin in Summer 2027. To fund construction of Phase 1C, ODOT and partners are pursuing a combination of federal, state, and local funding. ODOT is actively working to identify pathways for renewed federal investment while engaging state legislators about opportunities to dedicate additional state funds through the 2027 Oregon Legislative Session.

Oregon Transportation Commission Direction

The Oregon Transportation Commission (OTC) has provided clear direction at key decision points. In December 2025, the OTC conditionally approved advancing Phase 1B, directing ODOT to convene project partners to align on scope and establish a



framework for parity of highway and local street improvements across phases. At its March 2026 meeting, the OTC approved advancing Phase 1C through scope alignment with the PMG and directed ODOT to return with Phase 1C direction at a future OTC meeting.

Formation of the Project Management Group

The PMG was established at the direction of the OTC to ensure transparent and coordinated engagement among ODOT and project partners throughout project delivery. Governed by a charter adopted in January 2026 and updated in May 2026, the PMG brings together executive-level representation from ODOT, the City of Portland, Oregon Metro, Albina Vision Trust, the Historic Albina Advisory Board, the Community Oversight Advisory Committee, Prosper Portland, the Oregon Trucking Association, the Portland Trail Blazers and Rip City Management, and the project's design and construction teams. The PMG serves as a forum for partners to provide perspective, advance intergovernmental coordination, and inform ODOT's decision-making on project scope, phasing, and delivery. Consistent with the PMG charter, the PMG is a coordination forum for information exchange. PMG participants do not develop collective recommendations or formal positions and ODOT retains all project decision-making authority.

A core principle guiding PMG work has been parity: ensuring that all local, regional, and state partners see value from improvements delivered in each phase. The PMG applied this principle in providing input and perspectives on Phase 1B scope in early 2026, and carried it forward in evaluating Phase 1C options.

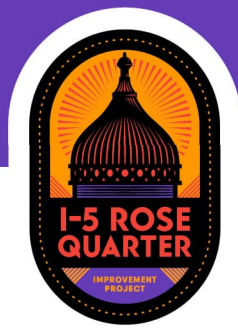
Phase 1C Scope Alignment

At our April 24, 2026 meeting, the PMG participants shared input on the scope of Phase 1C, which informed ODOT's direction. The scope represents the minimum viable project for this phase and results in no changes to the overall project scope.

Phase 1C will deliver:

- Completion of the southern portion of the highway cover from Broadway to south of Weidler (approximately 30% of total cover length), along with local street reconstruction on Broadway, Williams, and Weidler;
- Completion of the I-5 southbound merging lane from I-405 to I-84; and
- Extension of the northbound merging lane and shoulders to Broadway.

The PMG discussed Phase 1C options and related criteria designed to maintain construction momentum and ensure that each phase delivers independent



utility, meaning that it offers real benefits now while laying the groundwork for future phases. The Phase 1C scope advanced by ODOT meets both criteria. PMG discussions highlighted that this scope:

- 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; and
- Begins to reconnect the Albina neighborhood with the highway cover and local street improvements.

Looking Ahead

With Phase 1B advancing in design and a scope for Phase 1C established, the PMG is committed to maintaining the momentum built through this collaborative process. The group will continue to discuss additive options for Phase 1C that could be incorporated should additional funds become available, allowing the project to pursue an “a la carte” approach to delivering the project scope as funding conditions evolve.

The PMG participants expressed strong support for advancing right-of-way acquisition for Phase 1C using remaining RCN grant funding where viable and feasible, helping position the project for construction while the funding strategy for Phase 1C is developed.

We recognize that securing construction funding for Phase 1C will require sustained engagement with state legislators, federal agency partners, and other potential funding sources. As individual PMG participants, we are committed to supporting ODOT’s funding pursuit through our respective relationships and platforms, including in preparation for the 2027 Oregon Legislative Session. This letter reflects input and perspectives shared by PMG participants in support of those efforts.

We reaffirm our commitment to this project and to one another as partners. The I-5 Rose Quarter Improvement Project represents a generational investment in the people, communities, and economy of Oregon. Delivering Phase 1C is essential to realizing that promise.

In Partnership,

Oregon Department of Transportation



City of Portland – Bureau of Transportation (PBOT)

City of Portland – Bureau of Planning and Sustainability (BPS)

Prosper Portland

Oregon Metro

Albina Vision Trust

Historic Albina Advisory Board

Community Oversight Advisory Committee

Oregon Trucking Association

Portland Trail Blazers / Rip City Management

David Evans & Associates (Owner’s Representative)

HDR (A&E)

Hamilton-Sundt Joint Venture / Raimore (CM/GC)