

Urban Mobility Strategy Finance Plan Update

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Urban Mobility Strategy Map

ODOT Projects

-  System Improvement Project
-  Bike/Pedestrian Crossing Project

Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Pedestrian Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal/Community Study
-  Amtrak Cascades – Expanded daily service between Portland and Seattle

Note: Core project names are boxed



UMS Finance Plan Background

OTC has approved updated UMS Finance Plan to:

- Address loss of I-205 toll revenue
- Address higher costs for I-205 Abernethy Bridge
- Make meaningful progress on I-5 Rose Quarter

OTC took action:

- Provided \$250 million in HB 2017 UMS funds to get Rose Quarter under construction
- Transferred \$100 million in Bridge Program from I-405 Fremont painting to I-205 Abernethy
- Approved finance plan to close I-205 Abernethy gap by issuing bonds repaid by HB 2017 Bridge and Seismic funds



I-205 Abernethy Bridge



- Based on proposed settlement, ODOT updated project cost estimate to \$815 million
- Additional funds needed from HB 2017 Bridge/Seismic funds to reach this amount
- Additional funds likely needed based on remaining risks identified; future STIP amendments will be brought as funding needed

I-5 Rose Quarter Investment

Dedicating \$250m buys:

- Complete SB auxiliary lane, construct partial NB auxiliary lane
- Extend highway cover
- Bridge work and stormwater improvements

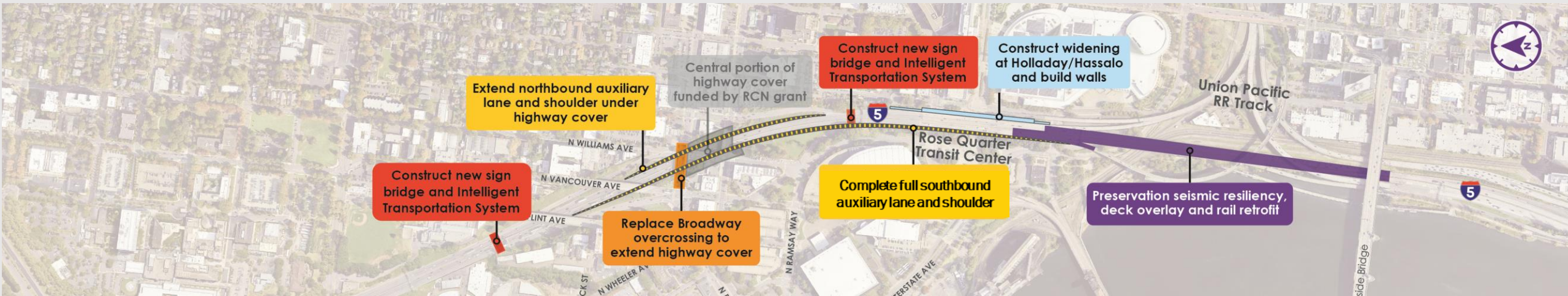
Construction will start in 2025

All amounts will be met by transferring HB 2017 UMS funds back to RQ from I-205, as originally intended, and backfilling I-205 with Bridge bond proceeds



I-5 Rose Quarter Additional \$250M Investment (\$850M Total)

Construction Start: 2025



Scope

Build full southbound aux lane and shoulders, extend existing northbound aux lane and shoulder under highway cover

Extend initial, central portion of highway cover built with RCN grant; Lower highway to finished profile and final pavement under constructed cover

Construct sign bridges & Intelligent Transportation Systems

Bridge work in southern project area

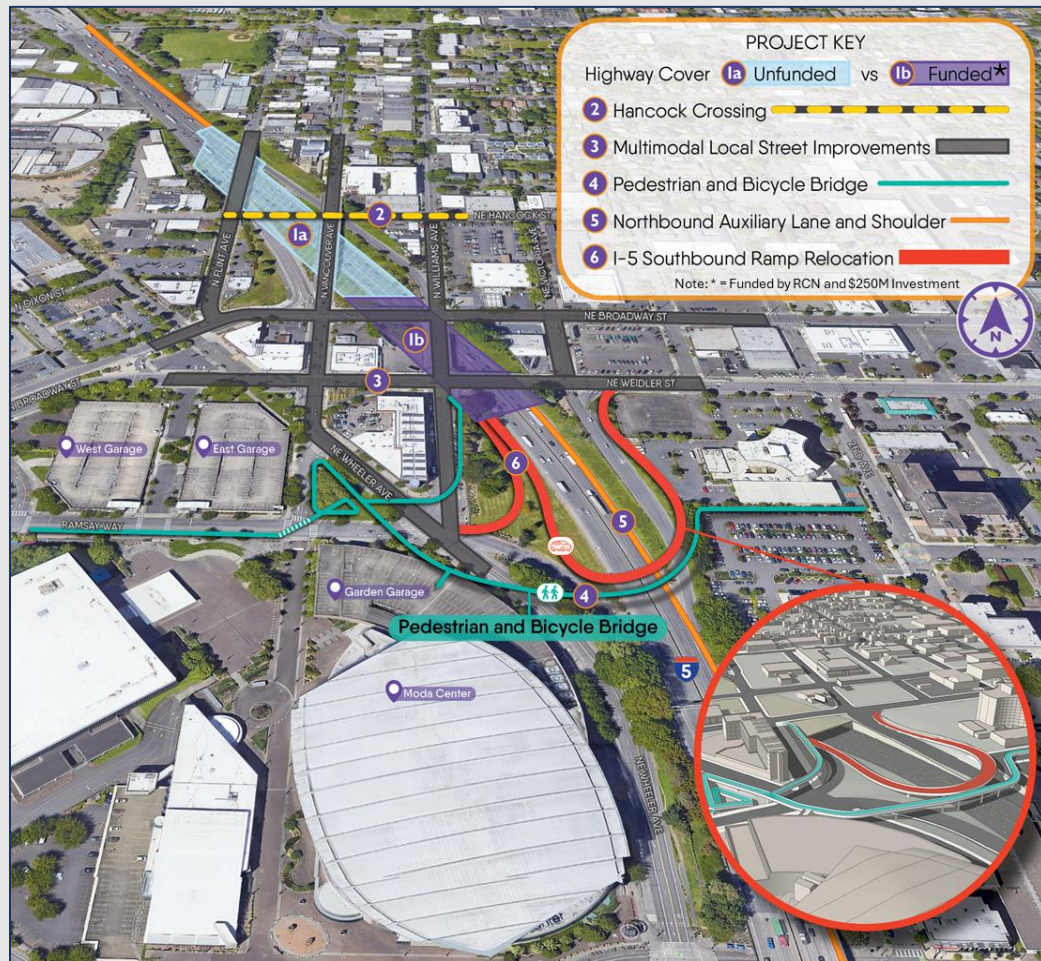
Stormwater facilities near I-405

Widen Holladay/Hassalo bridge and build walls

Benefit

- Completes full extension of the southbound aux lane, completing a continuous auxiliary lane between I-405 and Morrison Bridge exit
- Extends existing northbound auxiliary lane from I-84 to north of Weidler
- Provides additional highway cover area
- Improves construction efficiency and reduces temporary mitigations (throw-away work) by completing the cover north of Broadway
- Reduces traffic and streetcar disruption (avoids a second round of impact)
- Provides signage necessary for tunnel safety and improved highway operations, supports full project construction signage needs
- Builds portion of southbound aux lane from I-84 exit to Morrison Bridge exit
- Preserves I-5 bridge structures
- Provides required stormwater facilities for ODOT's Portland Harbor agreement

Remaining Rose Quarter Project Elements After \$250M Investment



1. Completing the highway cover (~between Flint and Broadway)
2. Constructing the Hancock crossing
3. Completing multimodal local street improvements outside of RCN-funded highway cover area
4. Constructing the pedestrian and bicycle bridge
5. Completing the northbound auxiliary lane and shoulder
6. Relocating the I-5 southbound off-ramp and new flyover structure

Remaining cost estimated at \$650 million to \$1.05 billion based on current cost estimate

UMS Finance Plan December 2024 Update

Project	December 2024 Update	What It Buys
I-205 Abernethy	\$815*	Updated cost to complete I-205 Abernethy, including soil stabilization; does not include pricing remaining risks; no funding for adding 3 rd lane
I-5 Rose Quarter	\$858	Completes preliminary engineering, constructs portion of highway cover, complex SB aux. lane and portion of NB aux. lane
I-5 Boone Bridge	\$4	Completes preliminary planning; no further funding
Tolling	\$70	Cost for work on RMPP, I-205 Tolling, Statewide Toll Systems
Short Term Financing	\$15	Net costs associated with short-term interests and other financing costs
Total Funds Needed	\$1,762	Current total estimate of work on each project
Total Resources	\$1,267	Total estimated federal, state and local resources available
Funding Gap	\$(495)	Total estimated funding gap to be filled with HUTR bonds
Annual Debt Service	\$35	Annual debt service on HUTR bonds

*Does not include pricing identified risks.

Highway User Tax Revenue Bonds

- I-205 Abernethy shortfall and Rose Quarter investments would be paid for by proceeds of HUTR bonds
- Bonds may also be used for other ODOT projects, such as Highway 22 Center Street Bridge in Salem (HB 2017 named project)
- ODOT will request legislative authorization in the 2025 bond bill
- Bonds would be sold in several tranches over the next 2-4 years based on cash flow needs
- Bonds to be repaid by HB 2017 Bridge/Seismic funds
- Debt service will continue for 25 years



Impacts of Bonding on Statewide Bridge Program

- Will require cancelling or delaying project phases in the '24-'27 STIP
- ODOT has identified potential projects to cancel or delay projects in the '24-'27 STIP but will return to OTC for actions once debt service is known
- In the 27-30 STIP, the Bridge Program funding is \$272M total and \$105M will go towards debt service
- For future STIP cycles, debt service will be a line item in the program budget and there will be less money available for delivering other projects

STIP Cycle	Federal Fiscal Year	Annual Debt Service (Millions)
24-27	'26	\$12M
	'27	\$35M
27-30	'28	\$35M
	'29	\$35M
	'30	\$35M

UMS Finance Plan Funding Gap

Project	Cost (High)	Available Funding	Funding Gap
I-5 Rose Quarter	\$1,900	\$858	\$(1,042)
I-205 Abernethy	\$815	\$815*	\$0*
I-205 Phase 2	\$800	\$0	\$(800)
I-5 Boone Bridge	\$725	\$4	\$(721)
Total	\$4,240	\$1,677	\$(2,563)
*I-205 Abernethy available funding and funding gap includes \$495m of HUTR bonds	Annual Debt Service		\$170-190
	Fuels Tax Equivalent		8 cents/gallon

Potential Sources to Close the Urban Mobility Strategy Funding Gap

- Additional STIP funding
- Federal discretionary grants
- Additional statewide tax revenue
- Regional funding
- Tolling revenue

