HB 5045 (2017) Budget Note Requires

- ODOT to fund congestion relief on I-205, including Stafford Rd to Abemethy Bridge bottleneck

- Value pricing revenue to be dedicated to I-205 project

- Reporting on funding needs and options, including whether congestion pricing revenue is sufficient to fund the project, no later than the last legislative days in CY2018
PROPOSED SOLUTIONS

**SEISMIC UPGRADES**
Upgrade the Abernethy Bridge and the eight other I-205 bridges in the project area to withstand a major earthquake. I-205 is a designated statewide north-south lifeline route, which means it must be operational quickly after a disaster renders other roadways unusable or impassable. This critical route will provide supplies and services to the region.

**I-205 WIDENING**
- Add a third lane in each direction on the seven-mile stretch of I-205 between Stafford Road and OR 99E, and a northbound auxiliary (“entrance-to-exit”) lane between OR 77E and OR 213.
- Widening I-205 requires blasting to remove the rock slope on the northbound side of I-205 between the Sunset Avenue overcrossing and the OR 43 interchange. We are currently conducting additional analyses to determine impacts of the blasting, potential mitigations and duration of the work, and impacts to I-205 traffic.
- Noise walls are being considered at various locations in the project area. More information will be available this summer once analysis is complete.

**OR 43 INTERCHANGE IMPROVEMENTS**
In order to improve safety and travel-time predictability on I-205, the OR 43 interchange will change. We propose removing the current I-205 northbound on-ramp from OR 43. Northbound traffic will instead use a roundabout to access northbound I-205. The roundabout reduces crashes and conflicts with movements to and from OR 43. The project also removes the Broadway Street bridge overcrossing. See inset below.

**BRIDGE REPLACEMENTS**
Widening I-205 requires rebuilding West A Street and Sunset Avenue, which cross over I-205. The Tualatin River, Borland Road and Woodside Road bridges will also be replaced to current seismic standards.

**TRAVELER INFORMATION SIGNS**
ODOT RealTime traffic information signs to help travelers get to where they’re going more safely and efficiently. These signs can display traffic flow information, roadway conditions and advisory speed limits.

www.1205Corridor.org
Strong Commitment to I-205 Project

$53.7M committed to date

- $2.5M of FAST Act Freight Formula Funds
- $2.5M dedicated through Regional Flexible Funds from Trimet & Metro
- $10M allocated from the Federal National Highway Freight Funds
- $15.4M of reallocated savings from the Sunrise Jobs & Transportation Act
- $17.1M of unanticipated federal revenue
- $6.2M reallocated Operations Program funds from a cancelled project and program savings
# Funding Needs and Timing

<table>
<thead>
<tr>
<th>Package A: Abernethy Bridge Widening</th>
<th>$252M</th>
<th>By May 2020 - $250M</th>
<th>Spring 2020 – 2025 (pending funding)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Package B: I-205 Widening</td>
<td>$200M</td>
<td>By August 2020 - $200M</td>
<td>Fall 2020 – 2025 (pending funding)</td>
</tr>
<tr>
<td>Package C: Active Traffic Management</td>
<td>$5.1M</td>
<td>(100% funded)</td>
<td>Fall 2019 – Fall 2020</td>
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</table>
Project Funding Gap

Cost to Complete Report Estimate at 10% Design:
$500M*

Funding Committed to Date:
$50M

Remaining Need to Remain On CTC Report Timelines:
$450M*

*30% Design Estimates Range from $495M - $515M. ODOT is comfortable maintaining the CTC $500M assumption in the project development process and will keep the OTC informed as needed.
1. I-205 Construction Funding Gap - $450M

2. NEPA Review and Tolling System Set-Up is currently unfunded - $102M

3. Rose Quarter Project Advancement – $60M of design work that could be advanced to 2020 if funding is available before 2022

4. Timing – Tolling revenue not available until 2026
Scenario Objectives

- Construct the I-5 and I-205 projects as quickly and efficiently as possible
- Implement tolling as quickly and efficiently as possible
- Preserve ODOT’s financial balance sheet and current schedules for HB2017 project schedules
Funding Scenarios

Scenario 1: Current Course of Action
Scenario 2: Delay Other HB 2017 Projects
Scenario 3: Provide Additional Revenue
Figure 1. Current Course of Action*

I-5/Rose Quarter Design
- $63.6M

I-5/RQ Construction (2030)
- $503.6M

I-205 Construction (2030)
- $533.6M

STIP Reductions
- I-205 & I-5 Tolls
  - $90-110M
- I-205 & I-5 Tolls
  - $90-110M
- I-205 & I-5 Tolls
  - $90-110M

Legend:
- Expenditures
- Tolling
- Other Costs
- Revenue

*Note: This graphic is for illustrative purposes only - the viability of constructing both projects concurrently, as well as tolling during project construction, has not yet been confirmed. Timing and amount of bonds have not yet been determined. Forecasted gross toll revenue figures are preliminary and subject to change.
Figure 2. Delay Other HB2017 Projects*

*Note: This graphic is for illustrative purposes only - the viability of construction both projects concurrently, as well as tolling during project construction, has not yet been confirmed. Timing and amount of bonds have not yet been determined. Forecasted gross toll revenue figures are preliminary and subject to change.
*Note: This graphic is for illustrative purposes only - the viability of tolling both projects concurrently, as well as tolling during project construction, has not yet been confirmed. Timing and amount of bonds have not yet been determined. Forecasted gross toll revenue figures are preliminary and subject to change.
## Scenario Summary

<table>
<thead>
<tr>
<th>Objectives</th>
<th>#1 Current Course</th>
<th>#2 Delay HB 2017 Projects</th>
<th>#3 Additional Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construct I-5 and I-205 projects as quickly and efficiently as possible</td>
<td>✗</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Implement tolling as quickly and efficiently as possible</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Maintain balance sheet and delivery schedules for other HB 2017 projects</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
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</table>
Questions?