



Urban Mobility
STRATEGY





Financing ODOT's Urban Mobility Strategy

The Urban Mobility Strategy is an initiative of Oregon's Department of Transportation








Urban Mobility Strategy Map

ODOT Projects

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal/Community Study

Note: Core project names are boxed



Urban Mobility Strategy Project Costs

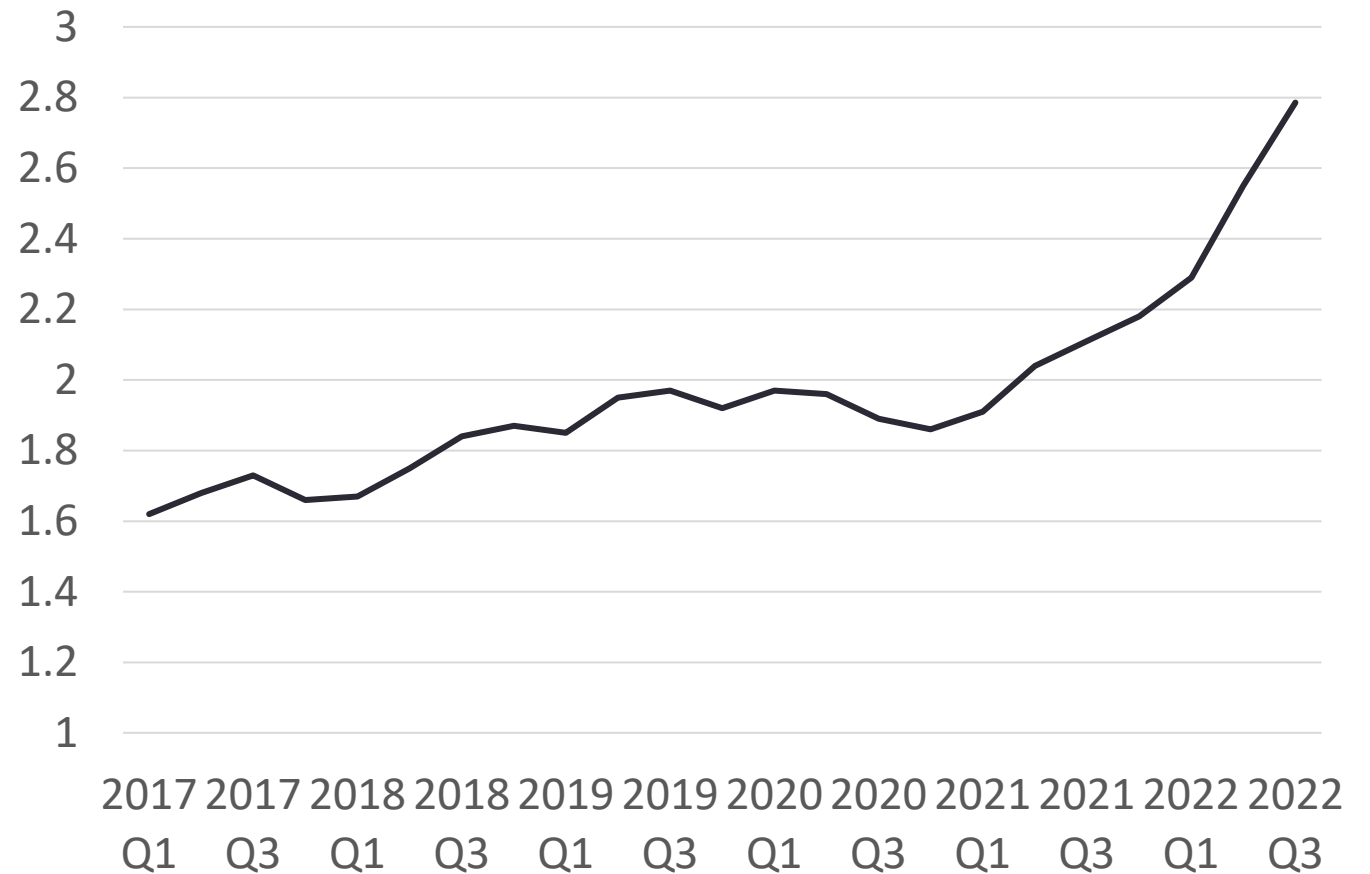
Project	Estimated Total Cost (\$M)	Construction Start
I-5 Rose Quarter	\$1,500 - \$1,900	2025
I-205 Improvements	\$1,290 - \$1,360	
<i>I-205 Abernethy</i>	\$662	2022
<i>I-205 Toll Project</i>	\$80 - \$100	2024
<i>I-205 Phase 2</i>	\$550 - \$600	2025
I-5 Boone Bridge	\$600 - \$725	2030
RMPP	\$200-250	2025
Toll Systems	\$115	2024
Total	\$3,705 - \$4,350	

All estimates updated as of June 2023.

FHWA National Highway Construction Cost Index

Nationally, construction costs have increased 72% since the beginning of 2017– and 50% just since the end of 2020

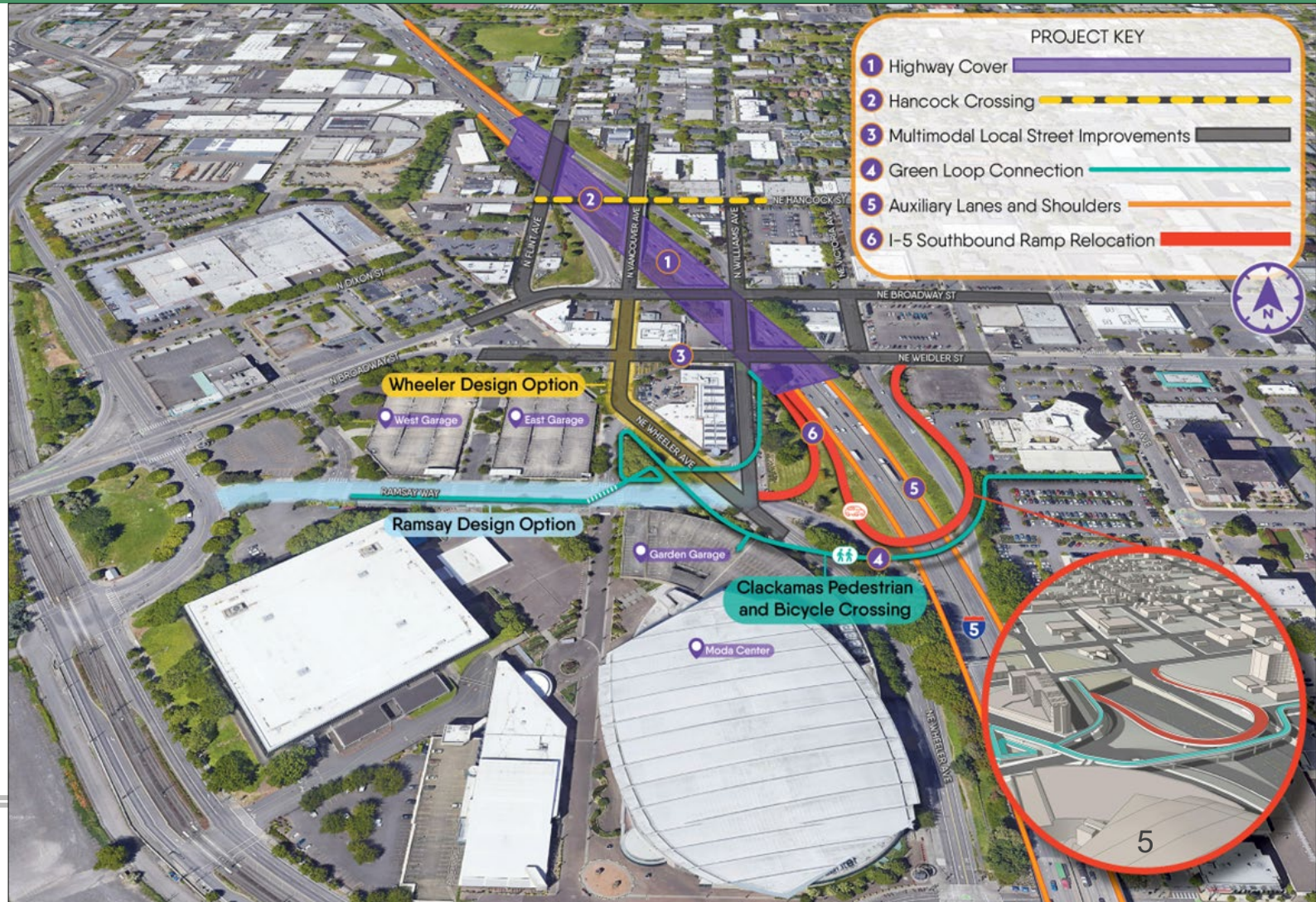
Materials costs have been the primary factor



I-5 Rose Quarter Improvement Project

Cost drivers since 2017:

- Independent Cover Assessment and Hybrid 3 Design Direction
- Design refinements based on partner and public input in the Supplemental Environmental Review Process



I-205 Improvements

Current Status:

- Construction of Abernethy Bridge
- Environmental review/preliminary design for Phase 2 & tolling

7 MILES
OF IMPROVEMENTS

I-205 IMPROVEMENTS
Stafford Road to OR 213



9 BRIDGES
UPDATED OR REPLACED
TO WITHSTAND
AN EARTHQUAKE



3 NEW SOUND WALLS



6 LOCATIONS
WITH IMPROVEMENTS
FOR PEOPLE WHO
WALK AND ROLL



2 IMPROVED INTERCHANGES



7 NEW TRAVELER INFORMATION SIGNS



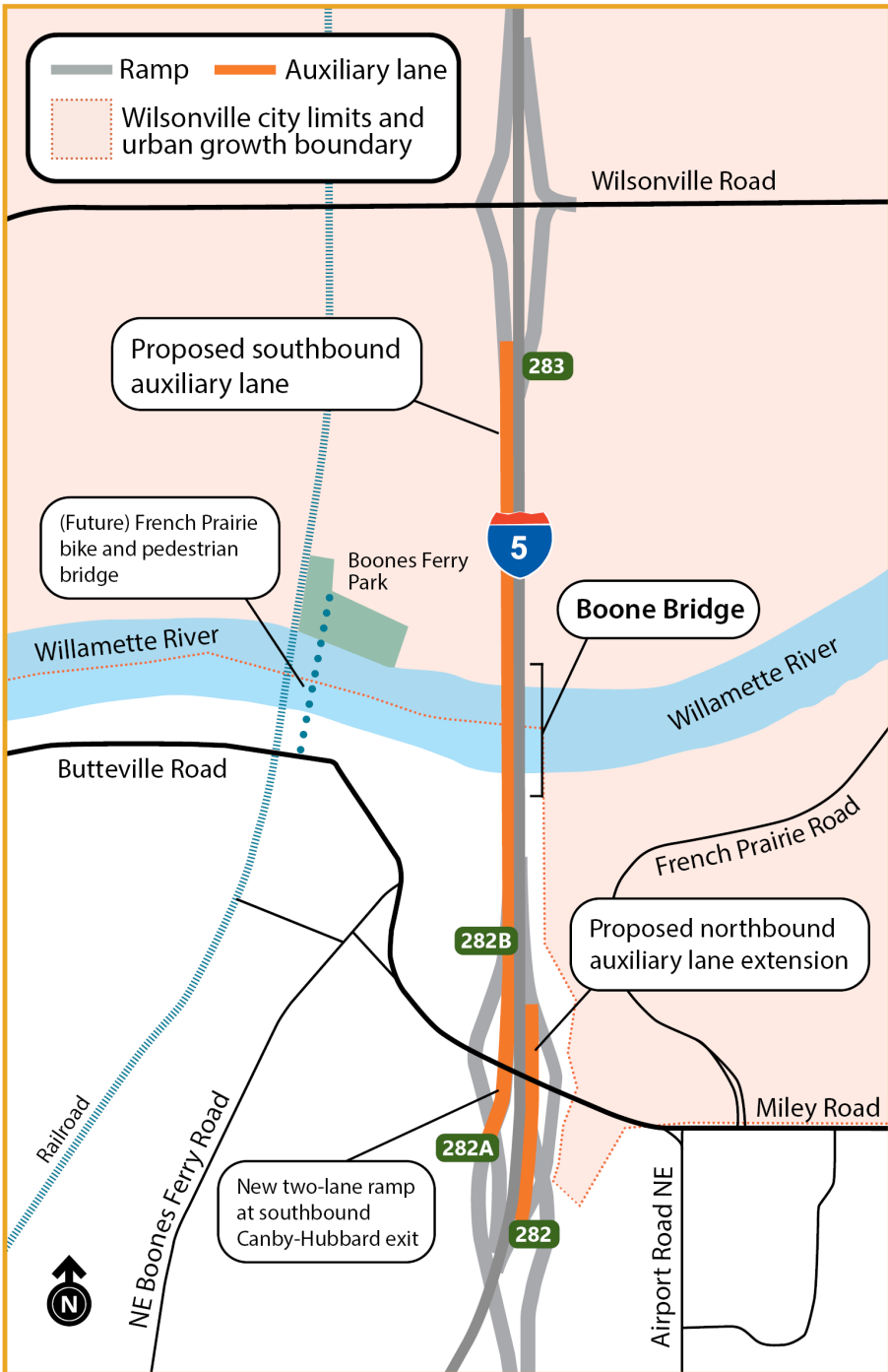
1 NEW TRAVEL LANE
IN EACH DIRECTION



I-5 Boone Bridge

Current Status:

Preliminary Planning for NEPA Process,
5% design.



Regional Mobility Pricing Project

Status: Environmental review/preliminary engineering

Toll System Implementation

Status: Back office/customer service center development/procurement



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Urban Mobility Strategy Funding Sources

Reasonably Anticipated Revenue

- HB 2017 cash and bond proceeds
- I-205 toll revenue
- Other allocated funds
 - Federal formula funds
 - Other state funding sources
 - Local contributions

Prospective Funding

- RMPP toll revenue
- Federal discretionary grants



Financing Tools

- Highway User Tax Revenue Bonds (backed by HB 2017 funds)
- Toll-Backed Debt
 - Short-term borrowing (repaid by bond sales/TIFIA loans)
 - Toll-backed bonds
 - Federal Transportation Infrastructure Finance and Innovation (TIFIA) loans



Impact of Toll Collection Delay on Reasonably Available Funding

- Toll financing to pay back expenditures on I-205 Abernethy won't be available until 2027
- To avoid running out of cash, ODOT will postpone I-205 Phase 2
- Delay of Phase 2 requires adding \$50m+ for soil stabilization work to Abernethy Bridge
- Requires shifting more HB 2017 resources to I-205 to fully fund Abernethy Bridge and cover the project's cash flow needs
- Postponement means ODOT will be unable to assess tolls on the Tualatin River bridges under federal law, reducing available resources
- Tolls on I-205 Abernethy alone estimated to bring in about \$385m, compared to \$700m for both



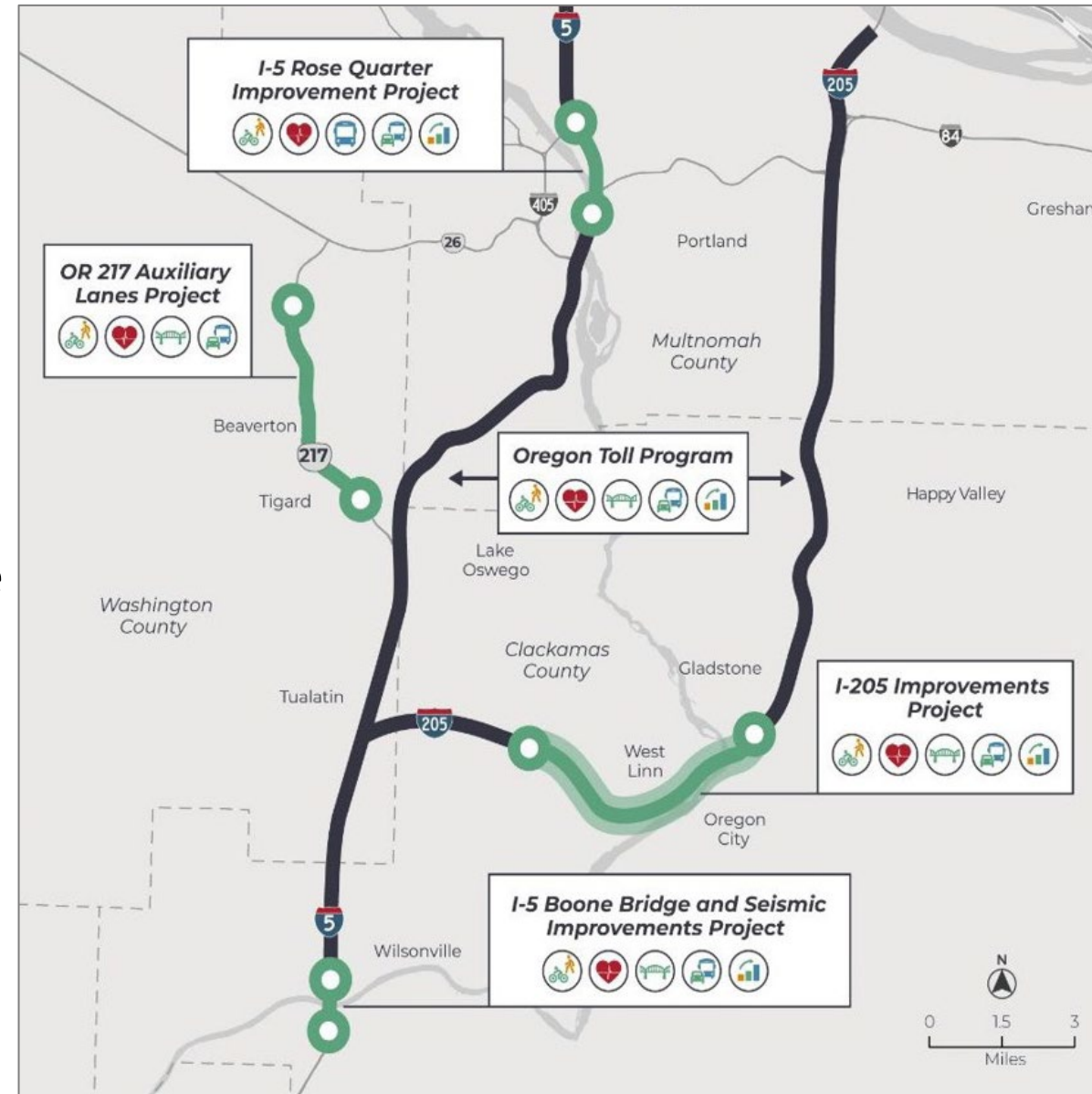
Available Funding Before and After Toll Change in Toll Collection Schedule

Source	Old Toll Collection Schedule (\$M)	New Toll Collection Schedule (\$M)
HB 2017 cash and bonds	\$560	\$560
I-205 tolls	\$700	\$385
Other Federal/ State/Local	\$157	\$157
Total Resources	\$1,417	\$1,102

UMS Project Milestones from Anticipated Funding

ODOT will seek to use anticipated funding to:

- Complete the earthquake-ready I-205 Abernethy Bridge and implement tolling
- Advance design work for the Rose Quarter
- Complete basic planning work on the I-5 Boone Bridge
- Complete environmental review and advance design of the Regional Mobility Pricing Project
- Establish the back office and customer service systems needed to operate tolling



Proposed Project Funding Allocations and Milestones Achieved

Project	Funding (\$M)	Description of Project Impacts
I-205 Abernethy Bridge	\$662	Complete construction, including adding \$50+ million for soil stabilization on the Abernethy Bridge from Phase 2 to Phase 1.
I-205 Phase 2	\$0	Phase 2 will be indefinitely postponed.
I-205 Tolling	\$84	Tolling on I-205 will move forward only at the Abernethy Bridge initially. Revised NEPA process and traffic and revenue analysis required.
I-5 Rose Quarter	\$158	Complete design of the three Early Work Packages and reach 30% design of the Main Work Package by mid 2025. No right of way acquisition, utility relocation, or construction.
I-5 Boone Bridge	\$4	Complete preliminary planning by early 2025. No funding for environmental review, design, or construction.
Regional Mobility Pricing Project	\$64	Environmental review and design will continue as planned, with construction to be funded through toll revenue from the project.
Toll Systems Implementation	\$115	Will complete work on back office and roadside systems to collect tolls beginning in 2026.
Total Cost	\$1,087	
Available Funding	\$1,102	

Future Costs

\$2.6-3.3 billion remains to be funded

Project	Element	Cost Range (\$M)
I-5 Rose Quarter	Construction Readiness (Final Design/ROW/Utilities)	\$100-140
	Early Work Package Construction	\$300-375
	Main Construction Package	\$950-1200
I-205	Phase 2	\$550-600
I-5 Boone Bridge	Environmental Review/Design	\$50
	Construction	\$545-670
RMPP	Final Design/Construction	\$140-190

Long-Term Funding Plan Potential Funding Sources

- Regional Mobility Pricing Project toll revenue
- Federal competitive grants—particularly INFRA, and Reconnecting Communities
- Future state transportation funding package
- Statewide Transportation Improvement Program



Long-Term Funding Plan Next Steps

- Work with region on additional analysis of I-205 Abernethy toll scenarios and associated revenues, including environmental review required by NEPA (2023-2024) and Level 2 traffic and revenue analysis (2023) followed by Level 3 traffic and revenue analysis (2024-2025)
- Develop RMPP options and toll framework in the environmental review process (2023)
- Based on preferred option, analyze RMPP revenues in a Level 2 traffic and revenue analysis and determine total financial resources available (2024-2025)
- Refine project costs through design process (ongoing)

Summary of Major Financial Risks

Risk	Description	Impact	Likelihood
Cash flow	Short-term financing runs short before toll financing comes available	Low	Medium-High
HB 2017 funding	Interest rates and other financing issues impact total bond proceeds and cash	Low	Medium
Inflation	Inflation higher than 3.5% increases project costs above expectations	Medium	Medium
Project delays	Delays in projects (due to environmental review, lack of funds, other) increase costs	Medium	Medium-High
Tolling doesn't happen	Tolling is blocked at federal, state, or regional level	High	Medium

Rose Quarter Modification Options

Option	Cost (\$M)	Additional Spend (\$M)*	Financial Impact**	EWP A&B	EWP C	MCP
Preliminary Design Milestone Completion (cut back option)	\$143	\$29	Save \$15m	90% design	30% design	30% design
Complete EWP Design (base option)	\$158	\$44	NA	100% design	100% design	30% design
Complete All Design (add more option)	\$198-218	\$84-104	Additional \$40-60m needed	100% design	100% design	100% design

*Above the approximately \$114 million estimated spent by end of June 2023.

**Compared to \$158 million base included in finance plan.

I-205 Modification Option

Complete Earthquake Ready Tualatin River Bridge

- I-205 Phase 2 includes replacement of Tualatin River Bridge with earthquake ready structure
- Costs \$125-175 million
 - Could be funded by cutting other projects across the state from the STIP Bridge/Seismic programs
 - \$480 million total available statewide in '24-'27 STIP
- Alternative option would be to leave this to I-205 Phase 2